





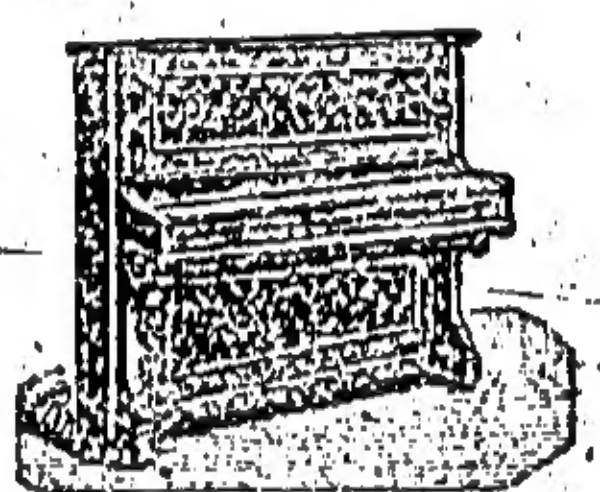
# Pyrola, Pyrola, Pyrola.

## A PERFUME OF EXQUISITE FRAGRANCE.

WATKINS  
LIMITED.

Chemists and Perfumers.  
No. 66, Queen's Road Central.  
Hongkong, 1st October, 1901. [714c]

## THE ROBINSON PIANO CO., LIMITED.



BEST VALUE IN  
PIANOS.  
MONTHLY PAYMENT  
SYSTEM.  
Hongkong, 19th August, 1901. [751c]

## KELLY & WALSH, LD.

### XMAS CARDS. JUST RECEIVED.

A large assortment of SPECIAL XMAS CARDS containing LOCAL VIEWS and scenes of CHINESE LIFE with suitable GREETINGS printed in gold.  
Hongkong, 2nd November, 1901. [690c]

## WILLIAM POWELL, LIMITED.

### GLOVES! GLOVES!! GLOVES!!!

Ladies' Gentlemen's, Children's unpacked this morning, new goods in every department.

R. G. HECKFORD,  
Manager.

## THE ROBINSON PIANO COMPANY, LIMITED.

BANJOS, MANDOLINES  
AND GUITARS,  
AT  
COST PRICE  
TO CLEAR PRESENT STOCK.  
Hongkong, 3rd October, 1901. [653c]

## A. CHEE & Co.

17A, Queen's Road, Central.  
ESTABLISHED 1859.

### FURNITURE DEALERS: IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mattresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen Utensils, Aspinall's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and Hotels in Hongkong.  
Hongkong, 25th July, 1901. [777c]

## To-day's Advertisements.

CITY HALL! CITY HALL!

### TO-NIGHT! NOVEMBER 2ND.

SAM BENTLEY and THOMAS PHILLIPS,  
(10 Stone Champion of the Army,  
Navy and West  
of England).

20 ROUND GLOVE CONTEST  
FOR THE  
LIGHT-WEIGHT CHAMPIONSHIP OF  
THE FAR EAST.

TWO SIX ROUND BOUTS  
BETWEEN  
DEEGAN and LENNARD,  
and  
MONK and SANFORD.

Doors open at 8 P.M. To commence at 8.30.  
TICKETS to be obtained at the CITY HALL  
or the NEW VICTORIA HOTEL.  
Hongkong, 2nd November, 1901. [1155c]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.  
THE Company's Steamship

"THALES"  
Captain Robson, will be despatched for the  
above Ports, on TUESDAY, the 5th instant,  
at Daylight.  
For Freight or Passage, apply to  
DOUGLAS LA PAIR & Co.,  
General Managers,  
Hongkong, 2nd November, 1901. [1188c]

SHAW, TOMES & CO'S  
"NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship

"ADANA,"  
will be despatched for the above Port on or  
about the 8th instant.  
To be followed by the Steamship  
"ASAMA,"  
on or about 15th December.  
And by the Steamship  
"ACARA,"  
on or about 31st December.  
For Freight, apply to  
SHAW, TOMES & Co.,  
Agents,  
Hongkong, 2nd November, 1901. [1019c]

### NOTICES TO CORRESPONDENTS.

[This requested that all communication relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hong Kong Telegraph," and not to the Editors, and not to individual members of the staff. Communications intended for publication, and not necessarily for publication, but no evidence of good faith. Whilst the columns of the Hong Kong Telegraph will always be open for the fair expression of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.]

## Intimation.



A. S. WATSON & Co.,  
LIMITED.

### FLOWER AND VEGETABLE SEEDS.

FOR THE SEASON  
1901-1902.

### ARRIVAL OF NEW SHIPMENTS.

### ORDERS EXECUTED FROM FRESH STOCKS ONLY.

Priced catalogues, with hints on  
gardening, may be obtained on  
application.

### GLAYS FERTILIZER.

10lbs ..... \$1.75  
28lbs ..... \$4.50

A. S. WATSON & CO. LIMITED,  
THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

## The Hongkong Telegraph

HONGKONG, SATURDAY, NOVEMBER 2, 1901.

### REUTER'S TELEGRAMS.

### REINFORCEMENTS FOR SOUTH AFRICA.

LONDON, October 31st.  
The Cavalry Brigade at Aldershot has been ordered to be in readiness to proceed to South Africa within a fortnight.

### THE FRANCO-TURKISH DIFFICULTY.

The Paris newspapers announce the departure from Toulon of a portion of the French Mediterranean Squadron for the Levant, with the object of making a demonstration against Turkey.

### THE FRANCO-TURKISH DIFFICULTY.

Admiral Caillard is in command of the French squadron which left Toulon under sealed orders; it is presumed for the Levant.

### NARROW ESCAPE OF THE "OPHIR."

The Ophir which has arrived in the Solent, reports having narrowly escaped collision with an iceberg.

### THE KING'S HEALTH.

It is stated in the *Lancet* that the unfavourable rumours concerning King Edward's health are baseless.

### REINFORCEMENTS FOR SOUTH AFRICA.

The Cavalry Brigade ordered to be in readiness to proceed to South Africa, at Aldershot, includes the Seventh Hussars, in which Prince Arthur, son of H. R. H. The Duke of Connaught, holds a lieutenant's commission. Arrangements are being made to send large drafts of Infantry and Artillery to South Africa in November.

### LOCAL AND GENERAL.

THE BRITISH GUNBOAT *REDPOLE* has arrived from Shanghai.

MESSRS. KELLY & WALSH are out with their stock of Xmas cards; that series comprising views of Hongkong will command a ready sale. They are made at home specially for Messrs. Kelly and Walsh and are extremely tasteful.

BY KIND PERMISSION of Lieut. Col. Baillie and Officers, the Band of the 22nd Bombay Infantry will play at the Hongkong Hotel this evening, from 8 to 9.30 p.m.

PROGRAMME.  
Lancers..... "Jolly Boys"  
Section..... "Reminiscences of Scotland"  
Valley..... "Happy Days"  
Intermezzo..... "On the Road to Moscow"  
Song..... "Sunshine and Rain"  
Section..... "Faintness"  
"God save the King."

THE MANY FRIENDS of Sergt. "Bob" MacDonald, who is at present in charge of the Au Tau District, in the New Territory will be pleased to hear that he has been re-engaged for a second period of five years. He completed his first five years' service to-day, and for hard work, and good comradeship he has gained a name not only among his European colleagues but amongst the Indian and Chinese section of the force.

### BOXING CONTEST TO-NIGHT.

Lumps of money are changing hands over the contest, between Sam Bentley and Stoker Phillips for the light weight Championship of the Far East. Both men are sanguine of success and to all appearance look fit to fight for their lives. Phillips will enter the ring at 13.0lb and Bentley at a few pounds heavier. The bout between Lennard and Deegan will be worth witnessing; this is Lennard's first appearance in a public ring and if he is trying to make a reputation, now is his opportunity. It is to be hoped that all will be in their seats by 8.30 at the latest and refrain from any applause or expressions of opinion during the rounds.

### TAKE YOUR PICK.

FOR AN OPEN AIR  
SATURDAY AFTERNOON.

On the Hongkong Cricket Club ground in Queens Road the match between a XI of the club and a team selected by Captain Waymouth is proceeding. We shall have something to say on this match on Monday we simply append the scores as far as it has gone.

CAPT. WAYMOUTH'S TEAM.  
H. R. Hancock 5 Clifton Browne, Sercombe Smith ..... 70  
C. S. P. Frankland, R.N., b Preedy ..... 7  
Bombardier Coates, b Lee ..... 0  
W. E. Dixon, c Sercombe Smith, b Lee ..... 9  
Gunner Greatorex, c Coolie, b Cox ..... 45  
Lieut. Wood, R.N., b Cox ..... 4  
Lieut. Bird, Rajputs, b Cox ..... 3  
Capt. Cadogan, R.W.F., c Burnie, b Lee ..... 6  
A. C. Mackenzie, b Dorehill ..... 8  
Capt. Radcliffe, R.A., c Beresford-Ash, b Lee ..... 0  
Capt. Waymouth, R.A., b Dorehill ..... 0  
Lieut. Ross, R.N., b Lee ..... 23  
J. Hooper c Beresford-Ash, b Sercombe Smith ..... 0  
Capt. Clapham, R.A., not out ..... 49  
Sergt. Hayward c Sercombe Smith b Lee ..... 9  
S. B. S. Morrison, c Preedy, b Lee ..... 10

Total ..... 243  
BOWLING.

Preedy one for ..... 43  
Lee 7 for ..... 81  
Dorehill 4 for ..... 68  
Sercombe Smith 2 for ..... 32  
Cox 3 for ..... 18

CLUB XI.  
F. Maitland, c Cadogan, b Greatorex ..... 5  
Lieut. Clifton Brown c Greatorex ..... 9  
Lieut. Krickbeck, not out ..... 12  
Greatorex and Bird bowling.  
Match proceeding.

The Hongkong Football No. 1 Team play the "A" Company of the R.W.F. on the Club ground at Happy Valley, kick off at 4.15. S.L. Jenkins is unable to play for the Hongkong, but they have a ripping team and the R.W.F.'s will have to buck in to get past the defence of Bennett and Bonnar with Bevan in goal.

The Rangers are booked to play a team from H.M.S. *Ocean* and they have fallen up against a pretty stiff lot. Play will commence at 4 p.m. on the old V. R. C. ground.

A baseball game will take place and will be watched with interest at Happy Valley.

The members of the Bowling Club at Kowloon will be busy this afternoon. Full particulars of the game will be in our sport columns on Monday.

The Police will play the Naval Yard at cricket commencing at 2.30 sharp. The police team will be picked on the ground.

### AT THE MAGISTRACY.

THE SHOOTING OF A CHINAMAN.  
Albert Holdaway, 27, of the Water Police Station, was this morning sent to prison for six months with hard labour for unlawfully and maliciously shooting and wounding Chan Pak You with intent to do him grievous bodily harm on September 2nd. The charge for unlawfully and wantonly discharging a revolver to the common danger of the public was withdrawn.

A DRUNKEN EUROPEAN.  
J. Daniels, a European, living at 29, Wyndham Street, was charged with assaulting Wong Kwan, a porter at Pelham House, and stealing his watch. The evidence tendered showed that the defendant went to Pelham House early one morning and, while under the influence of drink, struck witness on the chest, snatched his watch and threw it away. Daniels had to pay \$10 in order to save himself 3 weeks' imprisonment.

COTTAM & CO., NEW SCARVES and TIES.

COTTAM & CO., FOOTBALL KNICKERS.

COTTAM & CO., PYJAMAS for AUTUMN WEAR.

## WISE AND OTHERWISE.

A correspondent sends me the Directors following as the latest from Man and Share-cheester. I wonder if he has been holders, speculating in mining shares? That perhaps would account for the vein of sarcasm!

Two Manchester men of 10 and 12 years respectively were promenading, the elder, Joe by name, struck by a Company promoting bug, suddenly queried of his chum, "Billy have you got a ha'penny?" "Yes," answered Billy, "what for?" Joe replied he had one and by uniting forces they could buy a penny smoke. This proposition was carried *nem con*. The united financial resources purchased the smoke, and Joe with his now envious chum puffed at his smoke with the air of a Chicago Millionaire.

Billy, getting tired of magnificence to which he had contributed, asked when his turn would be. Joe being a born financier replied laughingly, "Look here young'un. I am the managing Director of this blooming show, you are only a shareholder. I shall smoke and you can spit."

I am quite ready to carry The Singing out my idea of a Singing Championship, Championship Contest, Mr. Editor, if sufficient inducement offers, but of course, like those who get up Boxing Championship Contests, I must have something for my trouble. My idea is that the Theatre Royal be hired and the usual prices of \$3, \$2 and \$1 be charged, with about a couple of hundred \$5 seats on the stage round the ring.

This, with a full house, should leave quite \$25 over to remunerate the winners, after my own and other expenses have been deducted, and to this I would add the 10,000 cash that I offered last week, so that there should be no question as to the sterling value of the prizes. I would divide the competitors into four classes:—  
HEAVY-WEIGHTS over ..... 12 stone.  
MIDDLE-WEIGHTS between 11 and 12 "  
LIGHT-WEIGHTS " " 10 " 11 "  
Zephyrs under 10 stone

To the winner in each of these contests I would give 2,500 cash, plus twenty-five per cent. of what was left after paying my own and other expenses. The preliminary bouts could take place anywhere and the four finals be fought to a knockout at the Theatre

Rules. The following rule has been suggested to me by our leading baritone:—

1.—At the call of time the two competitors to leave their respective corners, advance to the centre of the ring, exchange songs and commence.  
2.—Each round to last 3 minutes.  
3.—All false notes to count one point against the utterer.  
4.—Marquis of Queensberry rules to be observed throughout the contest.  
5.—All fights to be to a finish.  
6.—A broken voice to count as a knock-out.  
7.—The referee's decision to be final.

Our leading soprano says that of course all competitors must appear in the ring in tight-fitting trunks. I don't know what she means, but if I have anything to do with it I will have no man on the stage intoxicated, nor will I have anybody come in a trunk, or even a Gladstone bag. All should, I think, be properly and decently dressed. Now, Mr. Editor, when somebody comes forward to guarantee my expenses, I will get out the handbills and posters.

One of the finest suggestions I The Gentle have heard for preventing late Reminders, hours is that made by an inventor who, presumably for the want of something better to do, has been turning his attention to a machine that is to remind the lingering guest that it is "Time, gentlemen, please." Apparently there is nothing worse in certain sections of society than the "hanger-on," the man who cannot take hints and who barely recognises the straight tip. A square ornamental mahogany case with a glass front is to be fixed up in many private houses and hotel bars. At closing time it starts to rack the nerves of the lingerer at the bar, and in transparent letters announces in a quiet sort of way that all respectable men ought to leave. Almost immediately afterwards an ear-splitting gong begins to ring, and this soon dispels any wishing to remain behind. The invention is so arranged that it begins its work punctually at the hour at which the house must close, and can only be stopped by the man who possesses the key. It is already reported that numbers of these machines are very effectively working in the North of England and in Scotland, and I have heard that a few dozen are being sent out to Hongkong. Of course there is one disadvantage, for there is no doubt that keen competition will prevail between the new show and the old-time "chucker-out." Many will still prefer being dealt with by the stalwart man at the door, they know him and he knows them, and lingering lovers will miss Pa's gruff tones over the bannisters. Familiarity has made friends of both, and they have no wish to have their conservative ways disturbed. But the machine has many other possibilities. The innocent and quiet guests who always remain until every one else has left and then insist upon discussing the early phases of the South African question, or the Deceased Wife's Sister's Bill, might be startled by the announcement that "Chairs are wanted to dust and clean for to-morrow," or by the intimation, "Don't be afraid to go; better late than never." Then again those obnoxious tax-collectors might be fired out by a constant ringing of the large gong accompanied by the announcement that "The master is out, and won't be home till to-morrow." Why, its use to society are inexhaustible. [Better send one along to the

office. Glah! Then perhaps you'll take the hint now and again when I'm busy and you're not!—Ed. H.K.T.]

The occasion was the Royal personage, and the scene was an up-country town in Australia. The Royal personage was (whisper it gently) a little late, and the band had some time before completed the official portion of their musical programme. Stirred into action, however, by the entreaties of their friends, they set to work upon their general repertoire, and soon the sweet strains of "Hush! hush! hush! here comes the Bogley Man!" were heard in all their transcendent grandness. Scarcely had the final lines of the chorus been reached than the Mayor's tremulous voice was heard to say, "Here he comes," and thousands of eyes were turned in wondering fright to behold—the Royal personage.

M. A. P. says that an excellent club story—which emphatically deserves to be true, if it isn't—is told illustrating the truth of what is so often said, that in King Edward the country has an eminently practical monarch. A discussion once arose among a circle of his intimate friends as to how they would each meet a sudden reverse of fortune. One of them turned to the Prince, and said: "If the Monarchy was overthrown here, sir, what would you do?" The Prince, of Wales thought for a moment and then replied, "Well, I think I might support my family by lecturing in the United States upon how it feels to be Prince of Wales."

GILAH.

### JERRY-BUILT JINGLES.

(SECOND-HAND MATERIALS USED ONLY.  
(BY THE TELEGRAPH L.Y.R.E.)

N.B.—The Editor does not hold himself responsible for either fact or fiction emanating from the pen of the L.Y.R.E.

### AN ARTLESS ALPHABET.

A stands for ARCHITECT, here in Hongkong  
I'm told it is merely a name!  
B is for BRICKS of a delicate blue,  
Certain to melt in the rain;  
C stands for CARE, which is not exercised  
In erecting a tenement house.  
D is a WORD which is frequently heard  
From a tenant who has any nous.  
E is ENQUIRY, otherwise farce,  
Held on a building collapse.  
F is the FEAR that's inspired in all  
Living in patent man-traps.  
G is the GREED and's responsible for  
Most of the Colony's woe.  
H is a PLACE where, the parsons say,  
Rascally builders go.  
I is IMPERTINENCE, shown by the LYRE  
In writing such scurrilous rot.  
J are the JOISTS, which frequently break  
Sending the tenants to pot.  
K is the KILLED—there were forty and three  
Bagged in the last little fall.  
L is the LIME that the builders don't use  
In bonding a party wall.  
M is the MONEY, collected for rent  
From a skyscraper building tall.  
N is the NEBULOUS quantity,  
The breaking strain of a wall.  
O is the OWNER opulent  
Who deviates from the plan.  
P is the PARCHMENT mentioned above,  
Drawn by the Architect man.  
Q is the QUERY that never is put,  
The inspection that never is made.  
R is the RUIN that follows apace  
After the builder's paid.  
S is the SHAME that he does not feel,  
Nought can humiliate Cain!  
T are the TILES that the beams won't bear  
After a shower of rain.  
U is the USELESS work put in, but  
Never pulled down again.  
V is the VALUE of human life,  
Never considered out here.  
W is WISDOM, a word unknown  
Till taught by the master, Fear.  
X is the EXCELLENT speech that's made,  
Chanting the Colony's praise.  
Y is a QUESTION that's seldom asked  
In these degenerate days.  
Z is the ZEAL that had saved us all,  
Collapses and plague and pain.  
But nobody cares for the LYRE's twang,  
So all of his song is vain.

### SUPPOSED WHOLESALE POISONING.

IN NEW TERRITORY.

On Thursday last Tan Him, a farmer, died at the Government Civil Hospital from what was at first supposed to be poisoning. But the result of a post mortem examination showed that the cause of death was tuberculosis. The previous Sunday evening his wife, two children and himself had their food, consisting of fish, and shortly afterwards they became violently sick. On the following morning the father and uncle of Tan Him partook of some of the fish, and they too, soon afterwards fell sick and developed the same symptoms. Dr. Ho Ngai Hok attended the six people and had them removed to the Government Civil Hospital, where Tan Him died on Thursday. The police took charge of the food and arrested one of the inmates of the house, a widowed daughter-in-law of the deceased Tan Him, who performed the duties of cook for the family. Traces of arsenic have been discovered in the fish, but pending its complete analysis the accused woman, who was formally charged at the Police Court on Thursday, has been remanded until Tuesday next, at 2.15 p.m.

COTTAM & CO., PYJAMAS for AUTUMN WEAR.



## IS IT TRUE?

That the Sanitary Board are considering the advisability of converting the water-carts into bathing machines?

That the feather-light, middle-and-heavy-weight champions of the Colony, to the number of several score, are searching for Gilah armed with clubs and knuckle-dusters?

That the Victoria Recreation Club is considering the advisability of looking into the question of Championship?

That the Hon. the Director of the Rats-chers is to be invited to a seat on the Legislative Council?

That Chater Road, Kowloon, is being taken in hand by the Public Works Department at last?

That the Amateur Dramatic Club have selected a farce entitled "Doris Brown" or "Blasted Hopes" as being the most appropriate to present during the coming Cricket week?

That frock coats and top hats are to be worn by the members of the Hongkong Club when they throw their retreat open to the ladies?

That the fleet will tug torpedo nettings all round the Cricket Ground to protect the public from the furious drives of our visitors.

That a certain legal luminary has threatened to eat his wig if Hongkong does not come off victorious?

That the Medical Authorities are making extensive preparations for the delicate operation anticipated in consequence of the above threat?

That the coolies in charge of the Cricket Ground have reported the discovery of some what fragile spheroidal bodies of a white colour on the pitch.

That the Cricket Club naturalist has pronounced the above bodies to be undoubtedly the ovarian deposit of a bird belonging to the order Anseres?

That the Cricket Club prophet, upon being informed of the fact, wept bitterly, and spoke of evil omens?

## HONGKONG SHARE MARKET.

HONGKONG, Friday, November 1st. Messrs. Benjamin, Kelly and Potts, in their weekly share report state:—

A fair general business has been transacted during the week at steady rates. The Dairy Farm Company, Limited, has advertised its Fifth Ordinary Annual Meeting for the 16th November. The transfer books will be closed from to-morrow, the 2nd, to the 16th instant, both days inclusive. Banks.—Hongkong and Shanghai Banks have further advanced in London to £63, but locally the stock has ruled quiet at \$625. Nationals are to be had at \$278. Marine Insurances.—Unions have further improved and are enquired for at \$335. China Traders have been sold at \$38. Cantons have sellers at \$157. Fire Insurances.—Hongkong Fire can be placed \$365. China Fire is procurable at \$85. Shipping.—Hongkong, Canton and Macao Steamboats are in strong demand at \$35, after sales at the rate. Indo-China continue quiet at \$150. Douglas Steamships, after a long spell of dullness, have found buyers at \$47. China and Manila are on offer at \$63. In other stocks under this heading there is nothing to report. Refineries.—China Sugars, after sales at \$152, and \$153 are now in strong request at \$153. Lurons are a dead letter at \$35. Mining.—Punjoms have been the medium of a fair business at various prices up to \$33, and close with further enquiries. Raubs are firmer with buyers at \$14. Jelabus are quoted at \$44. Docks, Wharfs and Godowns.—Hongkong and Whampoa Docks have been negotiated at \$287 and \$292, at which latter rate more shares are wanted. Kowloon Wharfs have improved their position, and transactions at \$96 and \$97 have taken place. Lands, Hotels and Buildings.—Hongkong Lands are in the market at \$193. Kowloon Lands have jumped to \$34, and are in request at this price. West Points have been fixed at the advanced rate to \$66. Hongkong Hotels have fluctuated between \$137 and \$138, at which rates sales have been effected, the market closing with further buyers at \$139. Oriente Hotels are offering at \$48. Humphreys Estate are in demand at \$134. China Providents have again changed hands at \$94. Cotton Mills.—Ewos and Laou-kung-mow have gone up to \$15, 46 and \$16, 50 respectively in Shanghai. Cigar Companies.—Are unaltered. Miscellaneous.—Credit Island Cements have been disposed of at \$22, and more shares are wanted at \$22. A. S. Watsons are asked for at \$124. Electrics, old, are unchanged; the new shares have been done at \$94, and have further buyers. Ropes can be sold at \$180. Tees are in demand at \$184. Daily Farms have risen to \$9, and Steam Waterboats to \$82 buyers. Manila Investments have been parted with at \$47.

## COLONIAL GOVERNORS AND FOREIGN FLAGS.

Our Colonial Governors have a curious preference for foreign over British-owned steamers. One of them, Sir West Ridgeway, was criticised in the House of Commons not long ago for coming home from Ceylon in a German vessel. Unmindful of that warning precedent, Sir George O'Brien, Governor of Fiji, has voyaged from Australia in a French steamer, although he had the choice of half a dozen British liners. Possibly it is a question of coo'ery.—*Daily Chronicle*.

## COTTAM &amp; CO. CRICKETING HATS AND CAPS.

## THE PIRACY AT TAI HO.

## FURTHER DETAILS.

Investigations into the supposed seizure by pirates of the steam launch *Ut Fat* have been made during the past few days, and it has transpired that the launch belonged to Cheung Po, of 36, Wing Kut Street. The launch has been running regularly for some time past between Hongkong and Fung Chung and Tai Ho, carrying goods for the shop-keepers there and bringing back fish to this Colony. On Tuesday night on her arrival at Tai Ho, and after passengers and cargo had been discharged the captain and two members of the crew went on shore, leaving nine men on board. It is stated that shortly afterwards a party of Chinese, variously described as consisting of from twenty to thirty persons, came off in boats, boarded the launch and overpowered the crew. The crew were batted down, with the exception of the engineer and two stokers, whose services the pirates took advantage of for the running of the launch, enforcing their commands by means of loaded revolvers.

When the pirates had secured the crew they ordered the engineer to steam up the river. The crew, with the exception of the engineer and the stokers were kept under hatch by the pirates until they were nearly at Taiping, when by some chance the launch ran aground. Fearing the danger of capture, the pirates speedily scurried off, and the imprisoned crew were released by the engineer and the stokers no damage was done to the launch and the pirates secured only a small quantity of clothing and exchanged a revolver found on board.

When the tide rose the launch was floated off the shore and navigated up the river towards Taiping, where a Chinese Customs cruiser found her later. The Chinese authorities made inquiries respecting the ownership of the boat and as a result she was escorted to the Water Police Station and with her crew was given into the custody of Inspector Riley, who yesterday brought her to Hongkong, where she now lies at the wharf. The nine men found on board were taken before Mr. F. J. Bledley, Acting Captain Superintendent of Police, and formally examined.

## ENGLISH NUNS IN ROME.

## STRANGE STORY OF PERSECUTION AND EVICTION.

A remarkable letter appears in the *Times* from Mechthildis Pysenst, Abbess of the English Benedictine nuns in Rome, on the causes which have led to their dispersal. The abbess declares that congregations, cardinals, the Pope himself, and the British Government have been appealed to and that these ladies, desecrated by all, are compelled to leave their own houses, to lay their case before the British public. The English Benedictine nuns were founded in October, 1897, by three ladies, one of them being her whose goodness, talents, and money seemed to guarantee that if the work prospered in numbers the money would be forthcoming. The community increased. Their life was of great austerity—silence for hours, absolute obedience, and charity to the poor. They had a school for poor children, they fed the hungry, and the greatest interest was shown in the community. The nuns bought from the Irish Augustinians the building known as St. Patrick's College, and moved in December, 1898. On April 9 the lady on whom so much depended fled from the monastery. "It is impossible to go into the details of this sad case," writes the abbess. "It must suffice to say that a priest belonging to Rome and sent to the community by ecclesiastical authority had been the cause of this desperate step. Another priest belonging to the most important congregation in Rome, that of the Bishops and Regulars, was an accessory to all that happened." This lady had given largely but most of her property was tied up for another six years, and relying on her fervent protestations the Benedictines had agreed to pay the Irish £24,000 for their nunnery in six years, and had expended all their own means—about £4,000—on the necessary improvements and alterations. The flight of the nun who had riches was

## AN "OVERWHELMING DISASTER."

They were soon living in the greatest poverty, often without money to buy food for the day. The abbess began to disperse the community, which continued to exist, though much reduced. Then the Irish Augustinians seeing apparently little chance of getting their £24,000, sued the nuns in the Italian Courts for the return of the building. There was a technical flaw in the contract, drawn up by a lawyer high in repute at the Vatican, and the nuns lost. The eviction of nuns by friars is an ecclesiastical spectacle which has been reserved for the latter days of the pontificate of Leo XIII. "It will perhaps (says the Abbess) show some of the animus of the Irish Augustinians against the English Benedictines when it is known that, pending the sentence of the civil tribunal, father O'Keeffe actually sent an Augustinian lay brother to sleep in the monastery, the nuns being there." Appeals to Cardinal Rampolla and other Roman dignitaries, to save the Church the scandal of an eviction were all fruitless and on August 9, 1901, the remaining nuns were evicted by the Italian police. They had given up their positions in the world, had given all their means, and they are helpless. The creditors importune them, and "calumnies too painful to be repeated" are circulated in private by those who believe that they are doing service to the Church. That up to date is the story of the Benedictine nuns in Rome.

## COTTAM &amp; CO. DRESS SHIRTS, TIES AND COLLARS.

## TOTAL STRENGTH OF THE BOER FORCE.

In a message from Pretoria, the correspondent of the *Morning Post* says, the total strength of the Boers still in the field is estimated at eleven thousand men. The opinion of military men speaking with due caution is that, despite the approach of summer, the progress of the reduction of the Boer forces will be about equal to what it has been in the past. The enemy will have to face horse-sickness without the means of replacing their mounts, and they will be constantly harried while suffering from the discomfort and disease which accompany the rainy season. Our greatest difficulty lies in the enemy's practice of dispersing, which increases as the number of Boers left in the field diminishes, and tends to reduce the monthly captures.

## GLOOMY VIEW OF THE CAPE SITUATION.

An *Express* correspondent in a letter gives a gloomy view of the situation in Cape Colony. It is only in letters that we get these gloomy views. This is explained by the very drastic nature of the censorship of Press cables. The correspondent, under date the 4th ult., says things to day south of Orange River are, without question, more serious than they have been since the second invasion of the Colony at the beginning of the year. What would they say in England to-day if the censor would allow the truth to be told that again the enemy are on both coast lines and some of them within forty miles, as the crowd flies, of Capetown; that the port of Mossel Bay is under the guns of warships; and that not even the Intelligence Department know how many Colonial rebels have taken up arms during the past fortnight?

## MAJOR GOUGH'S REVERSE.

Mr. Benner Burleigh throws new light on Major Gough's reverse. He says: "Undoubtedly Gough fell into a trap. Over 400 Boers, distant but a hundred yards, charged him, flanking from horseback, and rushing the British ranks and capturing two guns and a Colt gun, which had jammed. The enemy stripped the officers and many men of their coats and boots, and took Major Gough's own helmet and his boots. He walked barefoot twenty-five miles into De Jagers. Colonel Stewart appears to have managed admirably, losing but few men. Forty horses, however, were shot in his column of 150 mounted rifles, and had he loitered he would also have been caught. Captain Nichols, by stubborn resistance from a kopje, saved Colonel Stewart's column."

## A MYSTERY.

A young woman made her appearance recently on a wild part of the west coast about 16 miles from Oban, and has since been living without shelter of any kind, and subsisting on shellfish from the shore and wild berries from the neighbouring high grounds. She absolutely refuses assistance of any kind whatever, and the local authorities can make nothing of her. The coast is bleak and unsheltered, and faces the Atlantic, yet, in spite of all this and of the extraordinary conditions under which she is living, she has admitted that her health has improved, and that, to all appearance, is certainly true. She reads and knits beautifully, and there is no sign of anything wrong mentally. She has, however, shown a determination to maintain her present isolated position—that is, to live near high water mark on the shore, with only a waterproof as a wrap to shelter her from rain or the keen night air.

There are all manners of rumours afloat regarding her. One that has gained more credence than any other is that she is the grand-daughter of a worthy Highland clergyman; but what has induced her to adopt this extraordinary mode of living there is at present no means of ascertaining.

The local authorities, it appears, are powerless to do anything in the matter.

## "GLORIOUS BEER!"

The report of the Commissioners of Inland Revenue gives, to those who care for figures, a remarkable picture of the elasticity of the national revenue and of the sources from which it is derived. One of the most interesting points brought out is the slight check to the consumption of beer that occurred last year. This was not, the Commissioners hold, due to the increased taxation. The brewers take care of that by making the beer what is euphemistically called "lighter," so that the price per pint may remain the same. The real cause for the declined consumption appears to have been—the absence of a good many beer drinkers in South Africa, and the temporary fear of arsenic poisoning. But though England and Scotland are drinking less beer, Ireland is drinking more, and is apparently on the road to become in time a beer-drinking, rather than a spirit-drinking country. In dealing with the income-tax, the Commissioners bring out some facts which demonstrate the remarkable increase that has taken place in the prosperity of the country. During the past ten years the gross annual value of property and incomes assessed to the income-tax has increased from £66,000,000 to the enormous figure of £788,000,000. A very similar tale of rapidly-growing prosperity is told by the figures showing the value of houses assessed to inhabited house duty. In ten years the annual value has increased, in Great Britain alone, from £66,000,000 to £89,000,000.

## COTTAM &amp; CO. DRESS SHIRTS, TIES AND STRAW HATS.

## Auction.

## PUBLIC AUCTION.

THE Undersigned have received instructions from the ACTING CAPTAIN SUPERINTENDENT OF POLICE to sell by PUBLIC AUCTION,

MONDAY, the 4th November, 1901, at 2.30 P.M., At the Central Police Station, 52½ cattie RAW MALWA OPIUM, 37½ " RAW PERSIA OPIUM. TERMS—As Usual. HUGHES & HOUGH, Government Auctioneers. Hongkong, 1st November, 1901. [1179c]

## Intimations.

## OLD CHELTONIANS.

OLD CHELTONIANS are invited to attend a MEETING to be held at No. 25, DES VREUX ROAD CENTRAL (P. & O. Building), at 4.30 P.M., on THURSDAY, the 7th November. Old Cheltonians who are unable to be present are requested to send their Names and addresses to

T. C. GRAY, Messrs. REISS & Co., Acting Honorary Secretary. Hongkong, 20th October, 1901. [1173c]

## WANTED.

WANTED at once SMART SALESMAN with knowledge of general store work also YOUNG LADY to assist in department. Apply to

"X.Y.Z." C/o H.A. Telegraph Office. Hongkong, 1st November, 1901. [1181c]

## WANTED.

WANTED a MANAGER for the INSTITUTION OF ENGINEERS AND SHIPBUILDERS. Apply to

THE HON. SECRETARY. Hongkong, 31st October, 1901. [1175c]

## WANTED.

ADVERTISER seeks Engagement as CLERK of Works. Thoroughly efficient in all Branches of Construction, Surveying (Land), Drawing, Estimating, Measuring and General Office and Outside Work, Locally no object. Apply to

"X" Office of This Paper. Hongkong, 17th October, 1901. [1128c]

## WANTED.

AN EXPERIENCED LADY MANAGER for CRAIGIEBURN HOTEL. Apply by Letter, stating experience and enclosing copies of Testimonials, &c., to THE MANAGER, CRAIGIEBURN HOTEL. Hongkong, 8th August, 1901. [852c]

## NOTICE.

MRS. STOCKHAUSEN begs to inform the Ladies of Hongkong and the Coast Ports that she has disposed of her business to Messrs. POWELL, LIMITED, and while thanking the Ladies for their patronage during the past 3 years trusts that they will kindly transfer their orders to Messrs. POWELL, LIMITED, who have a first-class London Dress-maker arriving shortly and may rely upon having all the latest styles from London and Paris. Accounts payable to

MISS SINNOT, 28, Queen's Road Central. Hongkong, 29th October, 1901. [1172c]

CHINA TRADERS' INSURANCE CO., LIMITED.

## NOTICE TO SHAREHOLDERS.

THE THIRTY-FIFTH ORDINARY MEETING OF SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on TUESDAY, the 12th November, at TWELVE O'CLOCK, NOON, for the purpose of presenting the Report of the Directors and Statement of Accounts to the 30th April last, and of declaring Dividends. The TRANSFER BOOKS of the Company will be CLOSED from the 30th instant, to the 12th November, both Days inclusive. By Order of the Board of Directors, W. H. RAY, Secretary. Hongkong, 21st October, 1901. [1141c]

## THE PUMJON MINING COMPANY, LIMITED.

CONSEQUENT upon the new and satisfactory developments at the Mines, and the necessity for a Tramway, Trucks, and Accessories in the immediate future, the Directors have resolved to make the FINAL CALL OF ONE DOLLAR per Share; and accordingly:

Notice is hereby given that at a Meeting of the Board of Directors of the Company, held at the Company's Office, No. 13, Beaconsfield Arcade, Victoria, Hongkong, on MONDAY, the 12th October, 1901, the following RESOLUTION was passed:

That the FINAL CALL OF ONE DOLLAR per Share upon all the Holders of Ordinary Shares in the above Company in respect of all the Shares held by them in the above Company be and the same is hereby made. Such CALLS to be PAID to the Company at their Bankers, THE HONGKONG AND SHANGHAI BANKING CORPORATION, at their Premises, Queen's Road Central, Victoria, Hongkong, on or before the 15th day of NOVEMBER, 1901, and Notice is also given that in accordance with Article 24 of the Company's Articles of Association, Interest will be charged as from the said 15th day of NOVEMBER, 1901, at the Rate of 8% per centum per annum, upon all Calls remaining unpaid after the said 15th day of NOVEMBER, 1901, up to the actual dates of Payment of the same.

Shareholders are particularly requested to note that upon pre-entation at the Office of the Company of the Banker's receipt for payment of the Call together with the Certificate of the Shares in respect of which the Call has been paid, an endorsement to that effect will be made upon the certificate.

By Order of the Board of Directors, W. H. GASKELL, Secretary. Hongkong, 15th October, 1901. [1121c]

## UNION INSURANCE SOCIETY OF CANTON, LIMITED.

## NOTICE TO SHAREHOLDERS.

A DIVIDEND of 22½ per Share for the year 1900, equivalent to 46% on the Paid-up Capital of \$50 per Share, has been declared. WARRANTS will be issued on the 11th October.

By Order of the Board, W. J. SAUNDERS, Secretary. Hongkong, 10th October, 1901. [1106c]

## Intimations.



## The Strong Chain

of evidence of satisfaction that comes from each new place in which

## RAINIER BEER

is introduced, proves its merit. The three points in its favor are purity, wholesomeness and a better flavor than any other beverage.

## SOLE AGENTS:

A. S. WATSON & Co., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 21st September, 1901. [1028c]

## W. BREWER &amp; Co.

CHRISTMAS and NEW YEAR CARDS,

suitable for Printing Sender's Name.

CHINESE RICE CARDS.

with Pidgin English Mottoes and Verses.

JAPANESE HAND PAINTED,

a very Superior Selection.

Hongkong, 17th October, 1901.

A New Variety of

AUTOGRAPH CARDS,

by DE LA RUE & Co., LONDON.

A large variety by

ALL LEADING MAKERS.

[689c]

THE VICTORIA DISPENSARY, HONGKONG.

## AERATED WATERS.

SIMPLE AERATED WATER.

LEMONADE.

SARSAPARILLA.

TONIC WATER.

755c] SPECIAL TERMS to Hotels, Clubs, Messes and other large Consumers.

SODA WATER.

GINGER ALE.

RASPBERRYADE.

LEMON SQUASH.

## NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and

Private Messes, Families in Up-

country places, Mission

Stations,

and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cider, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

## LEOPOLD SPATZ &amp; CO.

Hongkong, 25th July, 1901.

[733c]

## KRUSE &amp; CO.

CONNAUGHT HOUSE, HONGKONG.

## CIGAR MERCHANTS

AND

## TOBACCONISTS.

Fancy Goods of every description.

## COLUMBIA BICYCLES.

SOLE AGENTS FOR

Welsbach Incandescent Gasburners.

Hongkong, 2nd September, 1901.

[654c]

## PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION of the COLON.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale

by THE PETER SYS COMPANY,

(Proprietors and Sole Manufacturers)

9, Old China Street,

Shanghai.

[31]

12th October, 1898.

## UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

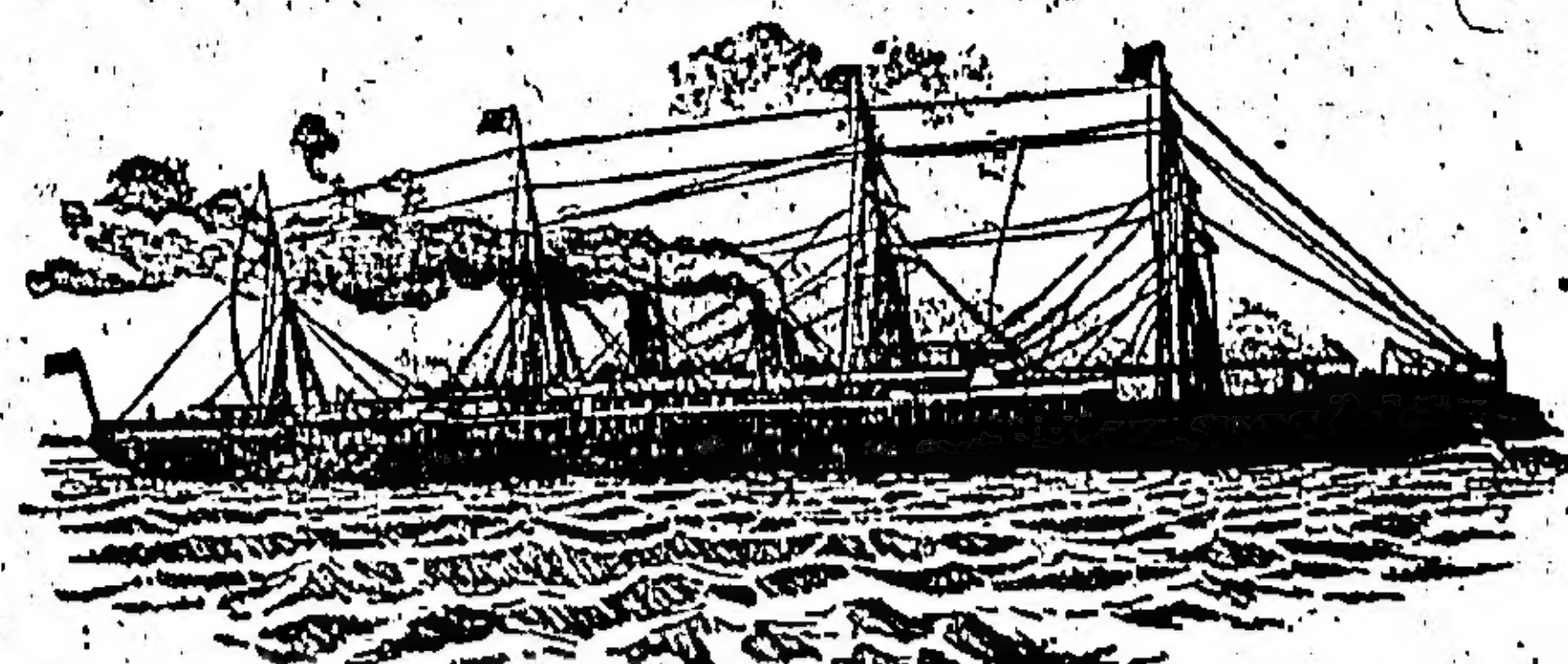
When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.



## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"NIPPON MARU".....TUESDAY, 5th November, at Noon.  
"PERU".....TUESDAY, 12th November, at Noon.  
"GOPTIO".....WEDNESDAY, 20th Nov., at Noon.  
"AMERICA MARU".....THURSDAY, 28th Nov., at Noon.  
"CITY OF PEKING".....SATURDAY, 7th December, at Noon.  
"GAELIC".....SATURDAY, 14th December, at Noon.

THE T. K. K. Company's Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 5th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States and Canada.

Passengers holding through TICKETS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and those of the Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

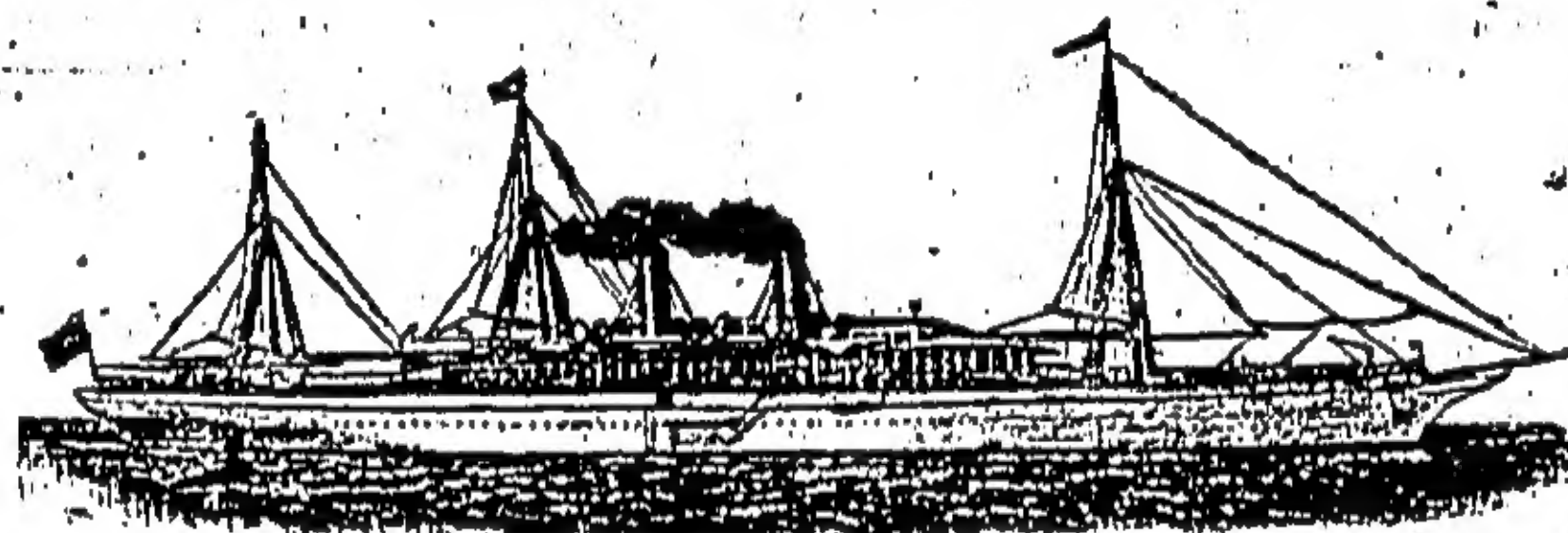
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,  
Acting Agent.

Hongkong, 1st November, 1901.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 20th November.  
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 18th December.  
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 15th January.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Map, Guide, Book, Rates of Passage, &c., apply to D. B. BROWN, General Agent, Paddy's Street.

Hongkong, 23rd October, 1901.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
OCEANISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to—ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and Baltic Ports (NORTH and SOUTH AMERICAN PORTS).)

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	
SEGOWIA	HAVRE, BREMEN and HAMBURG.	16th Nov.	Freight.
Forck	(Calling at SINGAPORE and PENANG.)		
MARBURG	HAVRE and HAMBURG.	30th Nov.	Freight.
Zacharias	(Calling at SINGAPORE and COLOMBO.)		
SUEVIA	HAVRE and HAMBURG.	14th Dec.	Freight.
Borck	(Calling at SINGAPORE and PENANG.)		
SERBIA	HAVRE and HAMBURG.	28th Dec.	Freight.
Brahmer	(Calling at SINGAPORE and COLOMBO.)		
NUERNBERG	HAVRE and HAMBURG.	6th Jan.	Freight.
Mayer	(Calling at SINGAPORE and PENANG.)		
STRASSBURG	HAVRE and HAMBURG.	13th Jan.	Freight.
Madsen	(Calling at SINGAPORE and COLOMBO.)		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 25th October, 1901.

## Insurances.

"Strongest in the World."

Assets	Surplus
\$305	\$68
Millions	Millions
68.	08.

There is No Other Just as Good

## EQUITABLE LIFE

DEATH CLAIMS:	
Paid Within One Day:	
1895.....94.3 per cent.	
1897.....94.4 " "	
1898.....94.4 " "	
1899.....92.8 " "	
1900.....95.8 " "	
1901 (first half) 97.3 " "	

This record should appeal to every man who contemplates making provision for his family by means of life insurance.

F. KIENE,  
Manager,  
Hongkong.

Hongkong, 2nd November, 1901.

## "L'UNION"

FIRE INSURANCE COMPANY, LD.  
(Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY,  
Agent.

Hongkong, 5th July, 1901.

NORTH GERMAN FIRE INSURANCE  
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company, are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.,  
Hongkong, 28th May, 1901.

## To be Let.

TO LET.  
NOS. 3 and 6, ORMSBY TERRACE,  
KOWLOON.—Immediately.  
Apply to  
PUN HUNG,  
85, Queen's Road Central.  
Hongkong, 5th October, 1901.

TO LET.  
NOS. 1, 2, 4, 6, 7 and 8, WILD DELL,  
WANCHAI ROAD.  
Apply to  
SANG KEE,  
208, Des Voeux Road Central.  
Hongkong, 28th October, 1901.

TO LET.  
NOS. 1, STEWART TERRACE.—THE  
PEAK.  
Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 31st July, 1901.

TO LET.  
SIX SEMI-EUROPEAN HOUSES, Nos.  
20/25, PO HING FONG.  
Apply to  
CHAU CHEUK FAN,  
No. 8, Queen's Road West.  
Hongkong, 16th October, 1901.

TO LET.  
CODOWN—No. 5A, DUDDELL STREET.  
Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 31st July, 1901.

TO LET.  
TWELVE EUROPEAN HOUSES, Nos.  
14, 18, 22, 26, 30, 34, 38, 42, 44 and  
46, LIGHTNING HILL ROAD.  
Apply to  
THE HONGKONG & KOWLOON  
LAND & LOAN CO., LD.  
No. 8, Queen's Road West.  
Hongkong, 4th October, 1901.

TO LET.  
A HOUSE in RIFON TERRACE.  
Apply to  
"THE RETREAT," MOUNT KELLET.  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 31st July, 1901.

## For Sale.

FOR SALE.  
SEVERAL MODERN BOOKS on En-  
gineering Subjects.  
For List, apply  
C/O The Hongkong Telegraph.  
Hongkong, 10th August, 1901.

FOR SALE, CHEAP.  
A COTTAGE PIANO by BORD, of PARIS.  
Three years old, in Excellent Condition.  
For Price, &c., apply to  
THE ROBINSON PIANO CO.  
HONGKONG, 27th May, 1901.

## NOTICE.

THE BEST PREVENTIVE OF ALL  
INFECTIOUS DISEASES.

JEYES  
FLUID

AVOID ALL RISK OF OUTBREAK BY  
ITS USE.

W. G. HUMPHREYS & Co.  
Bank Buildings  
Hongkong, 9th March, 1901.

AN OPINION ABOUT ENGLAND  
IN THE FAR EAST.

Mr. Oishi Masami now shares with Mr. Inagaki the leadership of the Progressist Party. He has the great advantage of knowing his own mind, and he has also the temerity to say what he thinks in unequivocal language. An epitome of his latest views is published by the *Niroku Shimpo*. Mr. Oishi has always been a staunch advocate of an Anglo-Japanese alliance, and his views as to that matter have not undergone any change. Having carefully examined his expressions of opinion, we gather that one of his chief motives in recommending such an alliance is that he looks forward to England's becoming Japan's purse-holder as France is Russia's. He thinks, in short, that Japan wants foreign capital, that she offers splendid opportunities for its investment, and that if England stood in the position of capitalist, political bonds of strong character would be at once drawn round the two countries. Looking at the matter from England's point of view, he holds that her policy of isolation has been a mistake. Its palpable result in the Far East has been to expel her from the commanding situation she once occupied and to transfer large portions of her influence to France, Russia and Germany, which countries may be regarded as a triple alliance for purposes of Oriental politics and for the crushing of Great Britain. She has been driven from the Yellow River regions; in Canton the French are encroaching upon her sphere; in the Yangtze she is no longer paramount, and even from Shanghai she is now being ousted. Soon nothing would remain to her if things continued in their present groove, and her retirement from Australia, India and Canada could scarcely be averted. England derives her greatness from her colonies and possessions abroad. Should she lose them, her place among the nations would be very different to what it is. A serviceable ally is her need, and Japan is such an ally. Mr. Oishi thinks that many opportunities of cementing an alliance have been lost in the past, but that they still offer. The question is, however, can England be induced to take that view? He speaks as though the difficulty were on Japan's side only. We apprehend that it is on England. Great Britain does not at present see any danger of a serious conflict between herself and European Powers in the Far East. She is still so strong that whenever she chooses to plant her foot firmly, no other Power is likely to defy her. Would she, under these circumstances, agree to become a partner in Japanese risks? We fear that the time has not yet come.—*Japan Mail*.

## AS OTHERS SEE US.

## IS LIFE WORTH LIVING?

Some correspondence has been going on in the *Hongkong Telegraph*, says the *Pineapple Gazette*, on the subject—pretty well worn out at home, but reasonably fresh in the Far East—of life being worth living? A letter in the last received number of that journal from an "Engineer" draws attention to the lack of cheap means of recreation in Hongkong, and the fact that it is impossible to go anywhere for intellectual study and comfortable reading, except to clubs where there is a good deal of drinking. If a band plays it is usually at a hotel, where it seems one is expected to partake of dinner along with the music. All social functions are costly affairs, and the writer complains that he cannot go to a concert without donning evening dress. We cannot see much hardship in this last complaint. "Engineer" acknowledges that wages are fairly good, and a steady man who wastes nothing on "drinks" should be well able to afford a dress suit in which, in course of time, he would feel reasonably at home. But apart from this, his complaint is not ill-founded. The *Hongkong Telegraph* points out that the Fragrant Fort possesses "no public library, no delectable museum, no evening classes or lectures, no means of intellectual recreation whatever," and adds that no one has the energy there to inaugurate and carry on such institutions. While we are surprised to hear that Hongkong, which is so frequently held up as a model settlement, full of enterprise and bustling with healthy vigour, is so far short of these desirable attributes, it is easy without travelling very far to point out other places which are sadly lacking in similar amenities. Even in Penang matters are scarcely in the position we should like to see them. We have tried to stir up the public to a sense of the shortcomings of our intellectual life. The Penang Athenaeum supplied a cheap and interesting means of recreation blended with an uncertain amount of instruction, but having dwindled into nothingness it seems all but impossible to revive it. The desirability of a museum in this centre has also formed the subject of more than one exposition in these columns. Unfortunately that lack of energy which the *Hongkong Telegraph* deplores is equally in evidence in our own Settlement. The fact is that in all small communities in the Far East the individual has to provide his own recreations. Where the enjoyments of club life fail to attract, and where we are all to a considerable extent thrown upon our own resources, we have to make up our minds to depend upon ourselves, and adapt ourselves to circumstances which at first appear unbearable. It is the man with a hobby who first reconciles himself to his surroundings, providing he has reasonable opportunity of following his favourite pursuit. There are many directions in which one's tastes may be developed. We draw attention only the other day to the pleasures of gardening, a recreation which, for those who have the opportunity, may become a never failing source of interest. Lovers of nature have a wide and varied field before them, and the man with reasonable health—without which life is scarcely worth the living—will find some time on hand, should create and build up for himself some interest which he may probably follow to his own general instruction and advantage.

G. GIRAULT'S TABLE DELICACIES.  
G. GIRAULT'S FRESH GOODS by every MAIL.

WANDERINGS OF THE WATER  
BUFFALO.

The Indian Government has recently formed dairy farms to supply milk and butter for the use of the troops. The fine breeds of Indian cattle are used in these dairies, but cow buffaloes are also kept on account of the richness of their milk. Europeans sometimes object to use it, as the domesticated buffalo is often kept as a sort of scavenger to the cow byres of the Indian cities, and eats the litter and refuse of the farmyards. But properly fed the buffalo is by no means the filthy pig which it becomes when kept in Hyderabad or Benares. It is not only a first-class dairy animal, but the strongest beast of draught in the world except the elephant. Great areas of rich river delta and marsh in three continents are maintained in cultivation by buffaloes, when no other animal could possibly be used to plough the rice-fields or drag carts over and through miles of liquid mud. The value of this, probably the latest of all large animals to be domesticated, is so well known in the East that it has for centuries past been carried to places so remote from its original home, and apparently so inaccessible, that the extent to its involuntary migrations in the service of man has a peculiar interest. Besides this it is one of the very few domesticated animals which, like the yak and the gaur (possibly a tame form of the gaur), are still found in their original wild state, with form and habits scarcely altered. The wild buffalo is among the most dangerous and formidable of the big game of India.

## NEVER HESITATING TO CHARGE WHEN

## WOUNDED.

and noted for the persistency with which it seeks to destroy the person who has injured it. Its natural home is in the grass jungles and swamps of India, Nepal, and Assam. It is also found wild in the Island of Formosa. It is a huge black beast, with no hair, a skin like black gutta-percha, immense horns, sometimes measuring more than twelve feet along the curve, though not spreading like a shield over the forehead as in the Cape buffalo, but set like a pair of scythes on each side of its head. A bull stands six feet high at the shoulder, eighteen hands, that is; its bulk is enormous, and its great spreading feet are well adapted for walking in the swamps. By choice it is semi-aquatic. A herd will lie for hours in a pool or river, with just their eyes, horns, and great snub noses above water. Any one who blunders on to a buffalo in a wallowing-hole and frightens it out may be excused for imagining that he has just come on a mud volcano at the moment of eruption.

This is the real buffalo—called in India the *arnae*—and not to be confounded with the gaur, or the banteng, the wild oxen of India and the Far East. It will be seen that the buffalo in its wild state is limited to a not very large area, namely, the country south of the Himalayas, and extending for some distance, the limits of which are not perfectly known, in the territory of the Indo-Chinese States. Yet this ENORMOUSLY POWERFUL AND FIERCE ANIMAL has been so completely domesticated by the Hindoos that the tame herds are regularly driven out to feed in the same jungles in which wild buffaloes live, the bulls among which will often come down and, after giving battle to the tame bulls, annex the cow for a time and keep them in the jungle. The only striking difference in appearance between the tame and wild buffalo is that the horns of the former do not grow to the size attained in the wild specimens, and alter their curve and pitch. Mr. Lockwood Kipling notes the curious effect of the grove of long horns above a herd of these animals, no two buffaloes having them of the same pattern. Traces of the lateness of the date of their apprenticeship to the service of man are seen in their power of self-defence and combination when threatened with attack by tigers or leopards, by their mating with the wild stock, and by the uncertainty of their temper, especially towards Europeans. Wherever they are used by Oriental races these outbreaks of savagery are always in evidence from time to time when the white man encounters them. In China they have been known to chase Europeans when the latter were riding, as well as when passing on foot. They will do the same in India, in Egypt, and in Burma. Yet in India they are generally taken out to pasture by some small boy, who is their tyrant and master, and will protect him, their calves, and themselves from the tiger. An account appeared recently in *Country Life* of the use of a herd of these animals to beat the jungle for a wounded tiger which had killed a native. The buffaloes were driven up and down for a whole day, beating the ground in a compact body, until they found the tiger, whose hiding-place was shown by the excitement of the herd, at which it charged almost as soon as they observed it, and was shot by the guns following them.

## As a beast of draught the buffalo has

## ASTONISHING POWERS OF HAULING

heavy traffic over bad roads. It can plough in mud over its hocks. It is most docile. It can swim a river going to and from work, tow barges along canals and streams, sometimes walking in the shallow water by the banks, like the horses did on the Lower Thames before the towpath was made. It will eat anything it can get, and ask only for one indulgence, a good hour's swim or mud bath in the middle of the day. The rice-fields which feed so great a percentage of the population of Eastern Asia could scarcely be cultivated without its aid, and it is so valuable as a dairy animal that the percentage of butter in its milk equals that of the best breeds of English dairy cattle. The result is that it has become an equal favourite with the Hindoo, the Arab, and the Chinaman, and plays a most important part in the agriculture of the Lower Nile Valley.

The great distance from its original home, in India, at which we now find the buffalo established is evidence that the animal has a history of an exceedingly adventurous kind, were it possible to trace the story of its travels. Starting from the Indian jungles, and then domesticated on the Indian plains, this erstwhile wild beast has reached, and been domesticated and plays a most important part in, Egypt, Palestine, Southern Italy and the Campagna, the South and East of Spain, Hungary, Turkey, and Western Asia as far as the borders of Afghanistan. By some unknown route it has reached the West Coast of Africa, and is established as a beast of draught and cultivation on the Niger. It has travelled far up the Nile, and will go further, for it would be invaluable on the great swamps Fashoda way. Is the Far East the Chinaman has made it his own peculiar pet having, it is believed, first learnt its value in the

## RICE-GROUNDS OF THE SOUTH.

It has been taken to Japan, where it now works in the rice-grounds; to the Philippines and the islands of the Malay Archipelago; and there is no doubt that it would be useful in British Guiana. Possibly the Italians who are crowded over into South America will introduce it in the Lower Mississippi Valley; but it is by nature a brown and yellow man's beast, and only appreciated in Europe by the South Latin races.

How did the buffalo get from India to Africa? Who first took it to Egypt? How did it get from Egypt round to the West Indies? And who brought it to Italy, and from whence? All these are most interesting questions, and as the distance of time which has elapsed since the animals were introduced into Europe does not fall beyond the historic period, may possibly be answered. In Egypt, for instance, there exists a pictorial record on the tombs and elsewhere, covering many thousands of years, in which pictures of animals play an important part. If the first appearance of the water buffalo in these paintings were noted, the date of its importation from India to Egypt would be known and from inquiries kindly made by M. Maspero at the suggestion of Lord Cromer, it appears that nowhere in the long "picture history" of ancient Egypt does the water buffalo appear. The African buffalo is seen there; not so the domesticated Asiatic one. This is very interesting negative evidence that this domesticated animal was not known in ancient Egypt. It is surmised, probably rightly, that it was imported after: some

## GREAT EPIDEMIC OF CATTLE PLAGUE,

or it may have been taken from the West Coast of India up the Euphrates Valley, and thence down the Jordan Valley to Egypt. Arab shows have for ages done a regular trade in carrying horses from the West Coast of India to the Persian Gulf. It is probably one of the oldest forms of shipping which exists, and the Arab who now ships horses from Bombay to the Persian Gulf may have been in the cattle trade in very early days. It is also probable that in the era of Hindoo maritime enterprise these creature were taken both to the Far East and to the East Coast of Africa. The circumstances which led to their introduction into Italy and Spain are probably to be found in some existing record; but it is not one generally known, the nearest surmise being that they may have been given to a Longobardian King with other animals by the chief of a horde of Asiatic invaders. They were not known in Italy in Roman times. But if they had been introduced as recently as the camels which are still used on one of the Royal estates in Tuscany (an enterprise due to the Medici), the fact would probably have been matter of common knowledge.—*The Spectator*.

## AFGHAN AFFAIRS.

By slow degrees some details of the events in Kabul on the day upon which Abdur Rahman's death was announced are reaching Peshawar. The scene at the public Durbar on October 3rd was dramatic. When Habibullah stated his father was dead and the funeral must take place forthwith, the Chief Kazi of Kabul rose and spoke with the authority attaching to his priestly office. He said Afghanistan being a Muhammadan country, their late ruler could not be buried until the new Amir had been proclaimed. He then advanced to Habibullah and bound the turban round his head according to the accepted custom, saluting him to the vast assembly as their legitimate ruler. The younger sons of Abdur Rahman immediately made their obeisance to Habibullah and swore allegiance to him. The example was spontaneously followed by all the sardars, nobles and high officials present. Thousands of people, who had crowded to Durbar joined in saluting the new Amir and acclaiming him as the rightful successor.

Habibullah then addressed the assembly, announcing his intention of ruling as became a true Muhammadan sovereign, preserving the boundaries of Afghanistan as it had come to him, neither lessening nor increasing them, and maintaining the friendly alliance with the British Government as his father had done.

His speech was acclaimed as one evidently acceptable to all and the Durbar then broke up. Abdur Rahman's funeral followed, his body being escorted to Bostan Sarai by a small selected party of those who had been personally devoted to him.

His Highness Habibullah has been practically in charge of the whole administration of Afghanistan for a year past, the Amir, his father, being only occasionally consulted. No change in the administration therefore has been caused by Habibullah's accession; all classes in Afghanistan have accepted their new ruler, and the wise measures which Habibullah has taken to maintain order are proving completely successful.

Habibullah's proclamation has been read in public at Dacca; it tells the people of Afghanistan that he has been accepted as Amir

G. GIRAULT WINE AND SPIRIT MERCHANT.



by all the Chiefs, and that as a token of allegiance the people and Chiefs had made over to him the Koran, sword and belt worn by the late Amir who had received them as a gift from the Kalifa of Marat-Shari Shrine. The proclamation continues that he intends to considerably reduce the land revenue and taxes generally, and to increase the pay of the army. The proclamation has also been read at Kandahar and favourably received there.

His Highness Habibullah has ordered his Government on the Hazara border and elsewhere to collect supplies and hold troops in readiness to prevent disturbances, thus showing himself watchful and prepared to meet emergencies.

News through Meshed shows that Ishak Khan is still alive, but his influence is small.

## UNKNOWN AFRICA.

NOTABLE DISCOVERIES BY AN ENGLISH EXPLORER.

Once again an English explorer has pushed far into the heart of little-known Africa territory and brought back such new information regarding the country.

Mr. Edward Dodson, who has been out to the fascinating region of Northern Africa several times, recently returned home from a scientific expedition through Tripoli. Efforts have been made on several occasions to explore scientifically this region, but they have been frustrated by the ruling powers.

On this occasion, however, full permission was obtained from the Sultan and Mr. Dodson, who went through many difficulties and dangers, has collected for the Natural History Museum, which send him out, something like 400 specimens of birds and a considerable number of mammals and reptiles.

Pushing across large areas of desert country, Mr. Dodson visited the town of Murzuka, explored the Black Mountains, and penetrated as far south as 25deg. latitude.

Besides many creatures of earth and air, wonderful creeping things and many curious insects, Mr. Dodson came across remarkable ruins and the traces of an ancient and powerful civilisation. Coins, strange inscriptions, and other striking testimonies to the existence in those regions of a power long passed away were found.

Perhaps the most notable feat of the expedition is that it collected a large number of specimens of living creatures hitherto absolutely unknown to natural historians.

## MUNICIPAL PURITY.

WARNING SPEECH BY LORD ROSEBURY.

The readiness of members of the aristocracy to take a share in municipal work is a healthy sign, because they raise the standard of municipal life and are a guarantee of pure administration.

Though we have improved the standard of municipal life in Scotland and England in recent years, there is still need for extreme care in the selection of members of public bodies, so that corruptions may not creep in.

The debt of local authorities amounts to £315,000,000, and where such an enormous sum is being spent there is opportunity for illicit expenditure and even corruption.

The question of making a tunnel between Scotland and Ireland is mainly one of money. Would its influence in undying the people of Ireland in closer bonds to those of Great Britain justify a Government in providing the necessary eight millions?

These were the points which formed the text of an interesting speech delivered by Lord Rosebery on the 25th of September at Stranraer, where he received the freedom of the borough at the hands of the provost, Viscount Dalrymple.

Lord Rosebery, in returning thanks, expressed particular satisfaction at Lord Dalrymple's position, because he believed that nothing had been more useful in recent years than the ambition of members of the aristocracy to take part in municipal work. It was a healthy sign, showing that they wished to perform their duty to the community at large; it also raised the standard of municipal life; and, what was most important, in his opinion, it was a guarantee of municipal purity.

It was not by legislation alone that the standard of municipal life in Scotland and England had been raised. It had been raised because the standard of purity in public life had been maintained and had extended to all branches of public life.

Still they had constantly and vigilantly to watch and to guard that municipal purity, for they were not safe.

## THE WORM OF CORRUPTION.

The worm, the reptile, of municipal corruption—or rather, he would call it the bacillus of municipal corruption—was one which it was extremely difficult to detect in its early growth and extremely difficult to extirpate in its later growth.

It was a danger to which they were always liable on account of the increasing magnitude of the funds with which their municipalities had to deal. The debts of our municipalities and of our country corporations—the figures he had obtained were two years old—were something like 315 millions sterling. That was a very vast sum. It was a national debt in itself, but it was well spent by municipalities in objects which brought profit and material benefit to the communities over which they presided. That sum they did not regret owing, and they were glad to think that it had been well laid out. At the same time they must remember that where a debt of that kind could be incurred there must be facilities for illicit expenditure, and not merely for illicit expenditure, but for corruption.

Where these facilities or liabilities occurred they had to keep a vigilant watch that corruption did not creep in.

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Anderson, C. M. N.  
Alexander, Miss.  
Ahmed, A. Aziz  
Antia, Miss  
Anderson, H.  
Baret, F. D.  
Babin, H.  
Burke, Rev. P. C.  
Berger, L. W.  
Bahonnew  
Bonnet, F.  
Brown, F. W.  
Bennet, Major F. W.  
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Baikoss, H.  
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Barnard, R. L.  
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Capolune, Emil  
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MAXIM, BERN, &c.  
REPAIRS OF WATCHES AND CLOCKS  
by competent European experts at Moderate Rate.

No. 10, QUEEN'S ROAD CENTRAL.  
Hongkong, 15th May, 1901.

**LEVY HERMANOS.**

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS" guarantee given to every customer.

40, QUEEN'S ROAD, Wanchan Building.

**CHS. J. GAUPP & CO.,**

CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Auguster Watches awarded the highest Prize at the Exhibition.

and for Veiglander and Sohn's CELEBRATED OPERA GLASSES.

MARINE GLASSES AND SPYGLASSES.

No. 64 & 66, Queen's Road Central.

**MEE CHEUNG,**

PHOTOGRAPHER.

TOP FLOOR OF 104 HOUSE, IN Ho-Ho-Ho Road.

IS now in position in his New and Complete Premises to take, as heretofore, ALL PHOTOGRAPHIC ART PRACTICE in the Colony or in any part of the Far East.

GROUPS AND VIEWS a specialty.

Hongkong, 22nd September, 1901.

**A. LING & Co.,**

FURNITURE STORE.

(Next Door to Messrs. WATKINS & Co.)

QUEEN'S ROAD CENTRAL.

FOOCHOW LACQUER WARE.

Hongkong, 18th June, 1901.

**SIEN TING,**

SURGEON DENTIST.

No. 14, D'ARAGUL STREET.

TERMS VERY MODERATE.

Hongkong, 15th September, 1901.

**DENTISTRY.**

SUI SANG.

(Lately Practising with Dr. L. SAKATA), DENTIST.

No. 4, Queen's Road Central.

Hongkong, 1st January, 1901.

**DENTISTRY.**

AMERICAN SYSTEM, WONG HO-MI, SURG. DENTIST.

TERMS MODERATE. CONSULTATION FREE.

40, QUEEN'S ROAD CENTRAL.

Hongkong, 1st January, 1901.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

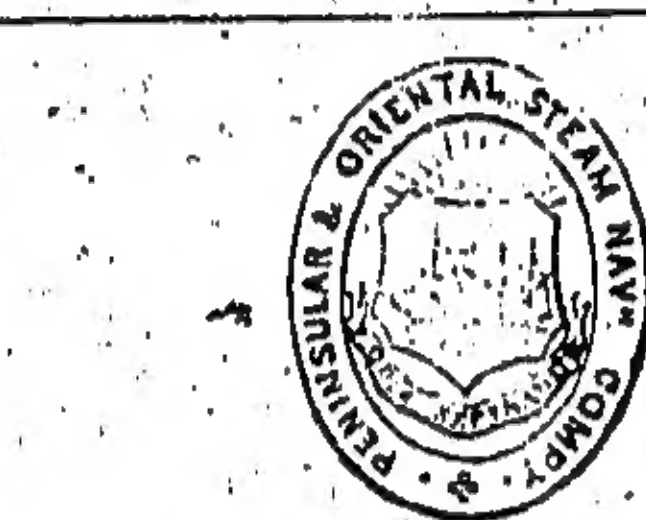
STEAMERS	DESTINATIONS	SAILING DATES
MIKE MARU	MOJI, KOBE AND YOKOHAMA	TUESDAY, 5th Nov., at Noon.
WASAKA MARU	MOJI, KOBE AND YOKOHAMA	FRIDAY, 8th Nov., at Noon.
HIROSHIMA MARU	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 8th Nov., at Noon.
KUMANO MARU	MOJI, KOBE AND YOKOHAMA	SUNDAY, 10th Nov., at Noon.
KAMAKURA MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	FRIDAY, 15th Nov., at Daylight.
TOSA MARU	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 18th Nov., at 4 P.M.
KANAGAWA MARU	NAGASAKI, KOBE and YOKOHAMA	WEDNESDAY, 20th Nov., at Daylight.
ROSETTA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 22nd Nov., at Noon.
N. Tate	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	FRIDAY, 22nd Nov., at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 1st November, 1901.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"COROMANDEL,"

Captain F. W. Vibert, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 9th November, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 26th October, 1901.

**NORTHERN PACIFIC STEAMSHIP COMPANY.**

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers

Clavering ..... 3,328 J. Barker ..... Nov. 14

Brammar ..... 3,601 W. Watt ..... Nov. 20

Wyfield ..... 3,735 G. Cartner ..... Dec. 10

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

HONGKONG TO LONDON £5s.

Excellent accommodation. First-class Table DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC-MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4 days.

Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS, THE YELLOWSTONE NATIONAL PARK TOURS.

HONGKONG TO VICTORIA, TACOMA £35s.

The best route to the KLONDYKE GOLD FIELDS. Frequent sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

For further Information as to Passage or Freight, apply to DODWELL & Co., LIMITED, General Agents.

Hongkong, 15th October, 1901.

**REGULAR STEAMSHIP SERVICE TO NEW YORK.**

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"RICHMOND CASTLE" ..... 15th Nov.

"KURDISTAN" ..... 30th Nov.

"LENNOX" ..... 15th Dec.

"ORONSAY" ..... 31st Dec.

"HILLGLEN" ..... 15th Jan.

"JOWHER CASTLE" ..... 31st Jan.

For Freight and further Information, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 15th October, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 4th November, 1901, at 1 P.M., the Company's Steamship "SALAZIE," Captain Aubert, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with the s.s. *Armand Behic*, which vessel takes on her Passengers and Mails leaving that Port on the 16th November, Direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M., on the 3rd November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

P. DE CHAMPMORIN, Agent.

Hongkong, 22nd October, 1901.

**CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.**

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Kvarun ..... about Dec. 1

Thyra ..... about Dec. 20

THE Steamship

"KVARVEN,"

will be despatched from SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 1st December.

Through Bills of Lading issued to any



## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
TIENTSIN	"KWEIYANG"	5th instant.
ILOILO and Cebu	"KAIPOH"	8th instant.
MANILA	"SUNGKIANG"	9th instant.
MANILA	"CHANGSHA"	10th instant.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHANGSHA"	10th instant.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

**BUTTERFIELD & SWIRE, AGENTS.**

## OCEAN STEAMSHIP COMPANY.

## OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"ACHILLES"	6th November.
	"GLAUCUS"	15th "
	"IXION"	21st "

The *Achilles* left Singapore yesterday morning, and should arrive at Hongkong on the 6th instant.

## HOMEWARDS.

## FOR LONDON.

"NESTOR"	12th Nov., 1901.
"MACHAON"	26th "
"ACHILLES"	10th Dec., "

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).  
"DARDANUS" 15th Nov., 1901.  
"IXION" 15th Dec., "

For Freight, apply to

**BUTTERFIELD & SWIRE, Agents, O. S. S. Co.**

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain Weigall, will be despatched as above on MONDAY, the 4th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 1st November, 1901. [1182c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 6th Nov., at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 23rd October, 1901. [321c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"PERLA,"

Captain G. T. Blaxland, will be despatched as above on THURSDAY, the 7th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 1st November, 1901. [1185c]

"BEN" LINE OF STEAMERS.

FOR SINGAPORE AND PENANG.

THE Steamship

"BENLARI,"

Captain Kroble, will be despatched as above on THURSDAY, the 12th instant.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 1st November, 1901. [1177c]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with

THE OREGON RAILROAD AND NAVIGATION COMPANY,

Operating the New First-class Steamships "INDRAVELL," "INDRAPURA," and

"KNIGHT COMPANION," between HONGKONG and PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"KNIGHT COMPANION,"

will be despatched for PORTLAND (OR.) on or about the 14th November, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

Hongkong, 29th October, 1901. [1174c]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FUME, AND TRIESTE.

(Taking Cargo at through Rates to the BRAZIL, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"MARQUIS BACQUEHEM,"

Captain Blaffer, will be despatched as above on TUESDAY, the 14th November.

The steamer has capital accommodation for passengers. Electric light. A doctor is carried.

For Information as to Passage and Freight, apply to

SANDER WIELER & Co., Agents.

Hongkong, 31st October, 1901. [1124c]

## Consignees.

## NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"MERIONETHSHIRE,"

Captain Burch, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th Nov., will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 6th Nov., at 2.30 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 31st October, 1901. [1176c]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BORNEO,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M., TO-DAY.

Goods not cleared by the 5th November, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 31st Oct., 1901. [1176c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 5th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 1st November, 1901. [1187c]

## Intimations.

## JUST OPENED

## AND

## NOW FOR SALE.

A MAGNIFICENT and well assorted shipment of BONS and CRACKERS

of latest designs and descriptions.

10% Discount for Cash.

Inspection earnestly solicited.

H. RUTTONJEE, No. 3, D'Aguiar Street, and No. 39, and 40, Elgin Road, Kowloon.

Hongkong, 26th October, 1901. [1145c]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and F. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 14th May, 1896. [1187c]

## NEW GOODS.

## PLENTY

## IN

## HAND.

## JAPANESE CURIOS.

## D. NOMA, No. 12, Beaconsfield Arcade, Opposite the City Hall.

## HONGKONG, 30th April, 1900. [1145c]

## NOTICE.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:

CELESTE BURNELL, British ship, Jelfy.—Order: HENRY H. WYMAN, American ship, Vanhook.—Amhold, Karberg & Co.

Hongkong, 8th July, 1901. [1174c]

## SAILING VESSEL.

## FOR NEW YORK.

## THE 3/3 A. I. I. American ship

## "MANUEL LAGUANO,"

## will load during September and October, sailing on 25th October.

## For Freight, apply to

## SHEWAN, TOMES &amp; Co., Agents.

## HONGKONG, 8th July, 1901. [1174c]

## Intimations.

## NEW VICTORIA HOTEL.

## ROTISSERIE.

## Meals a la Carte.

## CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11 p.m.

## Monthly Tiffin at Moderate Rates.

## Madar &amp; Farmer, Proprietors.

## Hongkong, 2nd September, 1901. [958c]

## C. E. WARREN, BUILDING CONTRACTOR, WYNDHAM STREET (Opposite to the CLUB GERMANIA).

## SANITARY APPLIANCES SUPPLIED AND FIXED. DRAINS, TRAPS, WASTE PIPES, &amp;c., CLEANSED and RE-PAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application. [558c]

## T. M. STEVENS &amp; CO. CARRY IN STOCK A FULL LINE OF "GERMINAL" MANILA CIGARS.

## T. M. STEVENS &amp; CO. Beaconsfield Arcade.

## Hongkong, 2nd September, 1901. [959c]

## GREEN ISLAND CEMENT COMPANY, LIMITED.

## PORTLAND CEMENT.

## \$5.50 per Cask of 77 1/2 lbs. Net ex Factory.

## \$3.30 per Bag of 250 lbs.

## SHEWAN, TOMES &amp; Co., General Managers.

## Hongkong, 1st June, 1901. [112c]

## JUST UNPACKED.

## BEST GERMAN SAUSAGES of a well known make, in small and large tins, of various kinds.

## Finest WESTPHALIAN HAMS.

## H. RUTTONJEE, 5, D'Aguiar Street and 39 &amp; 40, Elgin Road, Kowloon.

## Hongkong, 13th July, 1901. [134c]

## JUST RECEIVED.

## FIRST SHASON'S CONSIGNMENT of AMERICAN ASPARAGUS &amp; DESSERT FRUITS, ALL KINDS.

## Apply to G. GIRAULT.

## Hongkong, 20th August, 1901. [1667c]

## HONG SING, 3, Beaconsfield Arcade.

## ENTIRELY NEW STOCK of the Newest Patterns in Cloths, Canvas, and Ducks. Complete Gentlemen's Outfitting.

## Hongkong, 30th August, 1901. [966c]

## GUARANTEED CURE.

After protracted and painstaking research, a thoroughly safe and certain Remedy has been discovered, which will positively cure any disease of the Nervous System. It is a sure Cure for Nervous Debility in all its forms, from whatever cause arising, Wasting Decay, Predisposition to Consumption, and I will send the prescription, and full particulars of the Remedy to any sufferer, on receipt of a self-addressed stamped envelope.—Address: Rev. JOSEPH HOPE, "St. Cloud," Westcourt Road, Worthing, England. (Name this paper). [1050c]

## "Sanitas" Disinfecting Fluid.

## COLORLESS FRAGRANT NON-POISONOUS.

## ALSO POWDER, SOAP, EMBROCATION, &amp;c.

## "HOW TO DISINFECT." Book sent FREE on application.

## Of all Chemists, and The "SANITAS" Co., Ltd., Bethnal Green, London.

## [495c]

## CLARKE'S B 41 PILLS are warranted to cure in either sex, all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pain in the Back. Free from Mercury. Established upwards of 30 years. In boxes, 4s. 6d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England. [134c]

## RIGAUD'S White Violet Extract.

## This fugative and delicate perfume is as persistent as the handkerchief while as a soap and powder, it has been adopted by the most refined French Society.

## RIGAUD at 10,000 White Violets equal each bottle of PARIS RIGAUD'S Extract.

## AN APPEAL.

## THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs (most respectfully) to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

## Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

## Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

## The Superioresse will also be most grateful for any PAPERS, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

## Hongkong, 22nd April, 1892.

## Intimations.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

## SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING—

BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up installations if required.

NOTE: ADDRESS—2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to

W. STUART HARRISON, Manager.

Hongkong, 19th August, 1901. [2c]

## NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUIAR STREET.

H. RUTTONJEE, 5, D'Aguiar Street.

Hongkong, 27th April, 1901. [11c]

## A MAN OF STRAW.

PRIVATE PHARA RIDDLED WITH BULLETS.

Mr. Bennet Burleigh, writing to the "Telegraph" from Edinburgh (Orange River Colony) says: "Blockhouses are being built—yes, multiplied, strategically—river-ward, landward and railway-ward. As you travel along by rail you observe that there is an insular individuality even about the blockhouses. The faithful custodian, who is always upon 'sentry-go,' Private O'Hara, is near quite the same man, or, rather dummy. His make-up is wondrous and various. He poses, bears arms, smokes a dhudeen, and is kiki-clad from caubeen to brogues. At a little distance he looks like the 'bould' soldier. Standing, or negligently reclining against the wire fencing in front of the work, he boldly challenges the attentions of the foe. And he gets it, too, for he is potted at by night-prowling Boers, as can be seen from the bullet holes drilled through his manly straw-stuffed chest. Nearly every blockhouse boasts a Private O'Hara or two. And there is to be read this legend, limned upon a square of cardboard upon the figure's back or breast: 'I am blind and deaf, but will be thankful for any old newspapers or books thrown at this blockhouse.'

PASSENGERS BOOKED FOR THE FAR EAST.

Per Messageries Maritimes steamer *Ernest Simon*, from Marseilles, Sept. 29.—To Shanghai: Mr. de Waele.

Per Messageries Maritimes steamer *Ville de la Clotaie*, connecting with the steamer *Ernest Simon*, at Colombo, from Marseilles, Oct. 6.—To Yokohama: Prince and Princess N. Konadachi, Mr. D. J. Willebeck, Le Mair, To Shanghai: Rava, Henri, Anselme, and Apollinaire. To Hongkong: Captain R. C. H. Chalmers.

Per Messageries Maritimes steamer *Oceanic*, from Marseilles, Oct. 20.—To Shanghai: Mr. Wilfahl.

Per P. and O. steamer *Oriana*, connecting with the steamer *Manilla*, at Colombo, from London, Sept. 19.—To Shanghai: Miss Twissell, Miss G. M. Miller, Miss A. N. Hart, Miss M. G. Saitan, Miss N. Marshall, Miss E. Baller, Miss J. Begg, Miss F. Stillman, Mr. J. West, Miss Bridges, Mr. and Mrs. A. Laming and 3 children Mr. Humm, To Hongkong: Capt.

R. W. White, Mrs. M. C. Gibbin and child, Mr. and Mrs. A. T. Godfrey, Sgt. Ancombe.

Per P. and O. steamer *Kallacarat*, from London, Oct. 2.—To Yokohama: Mr. Moxon. To Shanghai: Mr. H. W. Dickinson, Mr. Wollaston, Mr. D. Lawson, Mrs. W. H. Bourne, Mrs. Moore and a children, Mr. and Miss Windsor, and 2 children, Mr. and Miss Shindler, Rev. W. Gibson, Miss Perrot, Miss Pullan and 2 children, Rev. and Mrs. Watson, Misses Wat- (2). To Hongkong: Lieut. J. D. Venables, Capt. B. K. Hanbury, Mrs. Bennett, Mr. Horne, Mr. Brown, Lieut. Camruthers, Mr. C. Pollard, Mr. H. M. Madge, Rear-Admiral H. T. Grenfell, C.M.G. From Marseilles.—To Shanghai: Miss E. Mr. Marks, Miss Taylor, Rev. and Mrs. Hill and child Mr. Horwood, Mr. Cockburn, C.B., Rev. F. Brown, Mr. J.



## NOTANDA

## CALENDAR

## NOVEMBER.

Meteorological means based on fifteen years' observations to 1895.

Barometer	30.103
Thermometer	69.2
Humidity	65
Rainfall	1.302

## TO-DAY.

WEATHER REPORT.

On date at 10 a.m.	On date at 4 p.m.
Barometer	30.28
Thermometer	72
Humidity	50
Rainfall	52

## TO-MORROW.

Saturday, 2nd November, 1901.  
Chinese—2nd of 9th moon of 27th year of Kwang-shi.  
Sun—Rises 6hr. 0min.  
Sets 5hr. 22min.  
High water—Morning 0hr. 0min.  
Evening 4hr. 25min.  
Low water—Morning 2hr. 25min.  
Evening 8hr. 33min.  
ANNIVERSARIES.  
1858—India proclaimed an Empire.  
1884—Chinese lighthouse tender *Fri-ho* captured by the French.  
1888—Taitan Water Works completed.  
1890—Explosion of the Government powder mills at Taping-fu; 100 lives reported lost and 1000 houses destroyed.  
1892—Arrival at Hongkong of Mr. W. R. O'Connor, the new British Minister to China.  
1896—Li Hung-chang sentenced to forfeit five years' pay for trespassing in the Imperial Park.  
1897—Death of Sir Rutherford Alcock, K.C.B.  
1898—Destructive fire at Hankow, 400 houses burnt down.

## TO-MORROW.

Sunday, 3rd November, 1901.  
Chinese—23rd of 9th moon of 27th year of Kwang-shi.  
Sun—Rises 6hr. 7min.  
Sets 5hr. 22min.  
Moon—Last Quarter 3hr. 10min. p.m.  
High water—Morning 0hr. 33min.  
Evening 4hr. 0min.  
Low water—Morning 2hr. 33min.  
Evening 8hr. 33min.  
ANNIVERSARIES.  
1839—Great Britain commenced the first war with China by the naval action of Chuen-pai.  
1840—St. Jean d'Acadie taken by the Allied Fleet.  
1852—Mikado born.  
1879—Arrival of the Swedish Discovery ship *Vega* with Professor Nordenskjöld on board, at Hongkong.  
1883—Hicks' *Pusher's* Army, 11,000 strong utterly destroyed at El Obeid.  
1889—The British barque *Little E. Tapley* lost on Sand Island, near Hongkong.  
1897—Funeral of the Duchess of Teck.  
1898—Mr. Schleimer introduces bill; Cape Colony to contribute £30,000 per annum towards the Imperial Navy.  
1899—U. S. Minister Conger received at Canton.

## AGENDA.

## TO-DAY.

9 p.m.—Pugilistic Contest at the City Hall.

## TO-MORROW.

O. S. K. steamer *Daizi Maru* leaves for Tamsui, via Swatow and Amoy.

## CHURCH SERVICES.

St. Peter's Seamen's Church:—11 a.m. and 6.30 p.m.  
St. Peter's Church, West Point:—11 a.m. and 6.30 p.m.  
St. John's Cathedral:—Communion, 7 a.m.; Matins, 11 a.m.; Evensong, 5.45 p.m.  
Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.  
German Bethesda Chapel, West Point:—Morning Service, 11 a.m.  
St. Francis Church, Wandui:—Mass (Chin.) 6 a.m., (Port.) 7.30 a.m. Benediction, 5 p.m.  
St. Joseph's Church, Garden Road:—Morning Service (English), 9 a.m.  
St. Anthony's Chapel, West Point:—Mass, 8 a.m.  
Wesleyan Methodist Church:—Services, 10.30 a.m. and 5.45 p.m.  
Union Church:—Services, 11 a.m. and 6 p.m.  
St. Peter's Church, West Point.  
22nd Sunday after Trinity November 3rd.  
Hymn 423; Venite Aylward to Deum; Russell Benediction, Tint. Hymns 409, 16, 1. Evensong (6.30 p.m.).  
Hymn 21; Magnificat, Jones; Nunc, Dimittes Macfarren. Hymns 394, 324, 45.

## MONDAY, 4th.

1 p.m.—C. D. M. Co's steamer *Salazie* leaves for Marseilles via Bombay.  
4.30 p.m.—Football Match, Hongkong Football Club v. R.W.F., A.T., F.C.

## TUESDAY, 5th.

C. N. Co's steamer *Kwaiyang* leaves for Tientsin.  
S. T. Co's steamer *Adana* leaves for New York via Suez Canal.  
Noon—T. Y. K. steamer *Nippon Maru* leaves for San Francisco, via Inland Sea and Honolulu.  
4.30 p.m.—Football Match, Rugby, Hongkong Football Club v. R.W.F., A.T., F.C.

## WEDNESDAY, 6th.

Daylight—O. S. K. steamer *Anping Maru* leaves for Foochow via Swatow and Amoy.

## SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—

October 14th.  
The officers of the s.s. *Pentakota*, Captain Parsons, are:—1st mate J. C. Kierkham, Lieut. R.N.R. 2nd mate J. H. Galgrevy, 3rd mate N. de Courcy Hardwick, 4th mate J. Wilkinson, 1st engineer A. Shaw, 2nd engineer F. Spotswood, 3rd engineer R. Rigger, 4th engineer P. Christie, 5th engineer F. McColegan.

October 19th.  
The officers of the German steamer *Marburg* are:—Capt. E. Zachariae, 1st officer C. Castan, 2nd officer H. Merkus, 3rd officer E. Sauerland, chief engineer H. Roess, 2nd engineer M. Boning, 3rd engineer H. Tahne, 4th engineer M. Harms.

November 1st.  
Mr. Johnson has taken the place of Mr. Whittin, 2nd engineer of the s.s. *Loongang*, who is now on sick leave.

## SHIPPING AND MAIL NEWS.

## MAILS DUE.

American (Peru) to-morrow.  
French (Ernest Simons) 6th inst.  
American (Coptic) 12th inst.  
American (America Maru) 20th inst.

The Canadian-Pacific Railway Co's R.M.S. *Empress of China* left Yokohama p.m., on Friday, the 1st inst., for Vancouver.

The Imperial German Mail steamer *Preussen* which left here on the 3rd October arrived at Genoa yesterday afternoon, the 1st inst.

The M. M. Co's steamer *Ernest Simons* with the next French Mail, will leave Saigon on Sunday at 5 a.m., the 3rd inst., for this port.

The N. Y. K. Co's steamer *Hiroshima Maru* (Bombay Line) left Shimomoseki for this port on the 2nd Nov. a.m., and is expected to arrive here on the 6th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Canoe River	at Kowloon Dock
<i>Kwaiyang</i>	"
<i>Yamaguchi</i>	"
<i>Hans Mendell</i>	"
<i>H.M.S. Argonaut</i>	"
<i>Ekano</i>	"
<i>H. J. Albrecht</i>	"
<i>Huangshan</i>	"
<i>Loosok</i>	"
<i>Kwaiyang</i>	"
<i>Piccola</i>	"

## PASSED THE CANAL.

Outward—1st Oct.—*Asana*, Zafra, 4th Oct.  
*Ernest Simons*, Suez, 8th Oct.—*Osapack*  
*Oru*, Heilbrunn, 11th Oct.—*Achilles*, Wakasa  
*Maria*, Afridi, 15th Oct.—*Acara*, Bal-lanar, Nurnberg, Denbighshire, *Shashing*, Wiltkind, 18th Oct.—*Glaucus*, Bahia, Glengarry, Bendloch, *Kuwano Maru*, 22nd Oct.—*Annam*, Kanagawa Maru, Serbia, Stuttgart, Dagmar, 29th Oct.—*Ping Sui*, Althol, 1st Nov.—*Indrani*, Devalon, *Hugh*.  
Homeward—1st Oct.—*Prinzess Irene*, 8th Oct.—*Bingo Maru*, Stenor, Yarra, 15th Oct.—*Banca*, Prinz Heinrich, 22nd Oct.—*Aragonia*, Indus, Idomenus, *Tamba Maru*, 29th Oct.—*Andalusia*, *Preussen*, 1st Nov.—*Orestes*, *Mogul*.

Arrivals at Home—1st Oct.—*Acilia*, *Kawachi Maru*, 4th Oct.—*Peleus*, 8th Oct.—*Patroclus*, 11th Oct.—*Prinzess Irene*, 15th Oct.—*Bingo Maru*, Yarra, 18th Oct.—*Stenor*, 22nd Oct.—*Hudson*, *Melbourne*, *Prinz Heinrich*, 30th Oct.—*Bahia*, *Wiltkind*, *Tamba Maru*, 2nd Nov.—*Annam*, *Idomenus*.

## VISITORS AT THE HONGKONG HOTEL.

Ancherlonie, Mr. J.	Howkins, Mr. and Mrs.
Anderson, Mr. W. H.	H. L.
Andrew, Mr. D. A.	Hughes, Mr. W. K.
Angus, Mrs.	Huke, Mr. A. N.
Arnold, Mr. H.	Jacobs, Mr. S.
Bailey, Mr. W. S.	Johansen, Mr. and Mrs.
Barlow, Mr. B. J.	Joseph, Mr. and Mrs.
Barlow, Mr. F. C.	E. S.
Beckwith, Mr. R. L.	Katsch, Mr. E. A.
and servant	Kelly, Mr. E. M.
Bell, Mr. J. T.	King, Major H. S.
Benson, Capt. & Mrs.	Kirkwood, Mr. J.
Benniger, Dr.	Lazarus, Mr. N.
Black, Mr. J.	Little, R. E., Major
Blackland, Mr. G. E.	R. P.
Bonner, Mr. A.	Mackie, Mr. Gordon
Broc, Mr. de	Marlow, Mr.
Brown, Major and Mrs.	Matheson, Mr. W.
W. B. and 3 children	McLaughlin, Mr. W.
Brown, Mrs. G. W.	McLellan, Mr. and
Busustow, Mr.	Mrs. E. E.
Buttins, Major	Michael, Mr. S. J.
Cameron, Mr. D. H.	Milton, Mr. and Mrs.
Clark, Dr.	Ogden, Mr. and Mrs.
Col, Mr. G. E.	Parfitt, Mr. W.
Colson, Mr. J. S.	Pearse, Dr. W. A.
Connell, Mr. J. A.	Pitcher, Mr. A. J.
Connick, Mr. J. M.	Price, Mr. H.
Davis, Mrs. and child	Radcliffe, R. E., Capt.
Deane, Mr. P. C.	Reel, Dr. L. R.
Discombe, Mr. G. M.	Robertson, Mr. W. R.
Dorehill, R. A., Major	Schouw, Mr. C.
Dron, Mr. F.	Sergeant, Mr. P. W.
Dunsford, Capt. & Mrs.	Simpson, Mr. A. E.
and child	Simpson, Capt. & Mrs.
Dyson, Major P. S.	Smith, Mr. T. J.
Edwards, Mr. F. W.	Snowin, Mr. E. A.
Evens, Mrs. T. E.	Taylor, Mr. D. G.
Fernald, Mr. and Mrs.	Tibbey, Mr. H. M.
Fisher, Mr. Emil	Valentine, Mr. A.
Forteach, Capt. & Mrs.	Wade, Mr. T. W.
and child	Wakeman, Mr. G. H.
Gibson, Mr. Kennedy	Walker, Mr. and Mrs.
Gillet, Mr. L.	Glover, Mr. C.
Grant, Mr. John	Walsh, Mr. W.
Greene, Mrs. W. W.	Watson, Mr. F.
Hanson, Mr. B. E.	Watts, Mr. and Mrs.
Harris, Mrs. A., nurse	Frank W.
and 2 children	Whitley, Mr. W. J. G.
Hawkins, Mr. J. A.	Whitton, Mrs.
Hedford, Mr. R. G.	Wild, Lieut. and Mrs.
Holmes, Capt.	Bagnall.
Hooker, Mr. H.	Woolen, Mr. J. J.
Hoskings, Mr.	Wright, Mr. and Mrs.
Howard, Mr. Thos.	H. Taylor

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Baulton, Mr. J. F.	Marie, Mr. Hugo
Beattie, Mr. James	Martin, Mr. R.
Bonner, Mr. J. W.	May, Mr. A. J.
Brown, R. E., Col. I. F.	Mate, Mr. H. M.
Brayne, Mr. H. F. R.	McDermott, Mr. A. P.
Bruce, Mr. G.	Miller, Mr. and Mrs.
Collard, Col. A. W.	Mumford, Mr. and Mrs.
Connell, Mr. and Mrs.	and children
J. L. O.	Pitt, Mr. John, R.N.
Coppin, Mr. A. G.	Pollock, Hon. H. E.
Crookenden, Col.	Quisthoff, Mr. N.
Davies, Mr. W.	Rumsey, R.N., Hon.
Dixon, Mr. W. B.	R. Murray
Dixon, Mr. F. H.	Sawyer, Mrs.
Eckiel, Mr. J. S.	Sheldrake, Capt.
Forbes, Mr. Andrew	Siegert, Mr. Wilhelm
Gaffney, Mr. Andrew	Sinclair, Mr. A.
Hamilton, Major	Stokes, Mr. A. G.
Houten, Mr. J. von	Thomson, Mr. J. S.
Ingles, Mr. and Mrs.	Wheeler, Mr. W. H.
W. F. and children	Wheeler, Colonel
Jeffries, Mr. H. N.	Wilson, Mrs. W. and
Marchedelli, Mrs. & Miss	child

## CRAIGIEBURN.

Brown, Mr. and Mrs. Helms, Mr. W.  
H. Matheson, 1st mate, Capt. and Mrs.  
Edwards, Mr. G. H. Pye, Mr. E. Burns  
Goring, Mr. and Mrs. C. Simpson, Capt. & Mrs.  
Grinble, Mr. G. Surplice, Mr. and Mrs.  
Heemkerk, Mr. J. J. E. F. R. C.

## KOWLOON HOTEL.

Crockett, Miss	Groves, Capt. and Mrs.
Crockett, Miss	and family
Drakes, Mr. Francis	Pitt, Dr.
Fernandez, Mr. & Mrs.	Reilacker, Mr. R.
J. B.	Reilacker, Mr.
Mouraw, Miss	Riegen, Mr. V.

## THE SHARE MARKET.

## LATEST QUOTATIONS.

(NOVEMBER 2nd.)

COMPANIES.	PAID UP VALUE.	LATEST QUOTATION.
<b>Banks.</b>		
Hongkong and Shanghai Banking Corporation	125	\$625
The Bank of China and Japan, Limited—(Preference)	5	nominal
The Bank of China and Japan, Limited—(Ordinary)	4	60.15
The Bank of China and Japan, Limited—(Deferred)	1	nominal
National Bank of China, Limited	1	\$275 sellers
Do.	1	\$15 sellers
<b>Marine Insurances.</b>		
Union Insurance Society of Canton, Limited	50	\$335 buyers
China Traders' Insurance Company, Limited	25	\$58 sellers
North China Insurance Company, Limited	60	Tails 180 ex div. buyers
Yangtze Insurance Association, Limited	50	\$130
Canton Insurance Office, Limited	20	\$157 sellers
Straits Insurance Company, Limited	20	nominal
<b>Fire Insurances.</b>		
Hongkong Fire Insurance Company, Limited	50	\$360 buyers
China Fire Insurance Company, Limited	20	\$84 sellers
<b>Shipping.</b>		
Hongkong, Canton, and Macao Steamboat Company, Limited	15	\$35 buyers
Indo-China Steam Navigation Company, Limited	10	\$150 sellers
China and Manilla Steamship Company, Limited	50	\$62
Douglas Steamship Company, Limited	50	\$47 sales
China Mutual Steam Navigation Company, Limited—(Preference)	10	40 buyers
China Mutual Steam Navigation Company, Limited—(Ordinary)	5	43 sellers
China Mutual Steam Navigation Company, Limited—(Ordinary Bonus)	7.10	47.10 sellers
Star Ferry Company, Limited	10	\$241 sellers
"Shell" Transport and Trading Company, Limited	1	12.10 buyers
Shanghai Tug Boat Company, Limited	100	Tails 330
Taku Tug and Lighter Company, Limited	100	Tails 135
Shanghai Cargo Boat Company, Limited	100	Tails 135
Co-operative Cargo Boat Company, Limited	100	Tails 135
<b>Refineries.</b>		
China Sugar Refining Company, Limited	100	\$1534 buyers
Luzon Sugar Refining Company, Limited	100	\$25 sellers
Perak Sugar Cultivation Company, Limited	50	Tails 724
<b>Mining.</b>		
Punjom Mining Company, Limited	9	\$34 sellers
Punjom Mining Preference Shares	1	\$1 sellers
Société Française des Charbonnages du Tonkin	250	\$125
Cent	25	4 cents
Queen Mines, Limited	5	\$4
Jebeba Mining and Trading Company, Limited	10	\$14 buyers
Raub Altian Gold Mining Company, Limited	10	nominal
Oliver Freehold Mines, Limited	5	nominal
Oliver Freehold Mines, Limited	5	nominal
Chinese Engineering & Mining Company, Ltd.	1	Tails 10 sales
<b>Docks, Wharves and Godowns.</b>		
Hongkong and Whampoa Dock Company, Limited	50	\$290 buyers
S. C. Farnham, Boyd & Co., Ltd.	100	Tails 205 buyers
Hongkong and Kowloon Wharf and Godown Company, Limited	50	\$96 buyers
Wanchai Warehouse and Storage Company, Limited	374	nominal
New Amoy Dock Company, Limited	64	\$25 buyers
Shanghai and Hongkew Wharf & Godown Company, Limited	100	Tails 295
<b>Lands, Hotels and Buildings.</b>		
China Provident Loan and Mortgage Company, Limited	10	\$9.75 buyers
Hongkong Land Investment and Agency Company, Limited	100	\$193 sellers
Kowloon Land and Building Company, Limited	30	\$34 buyers
West Point Building Company, Limited	50	\$66 sales
Hongkong Hotel Company, Limited	50	\$190 buyers
Oriente Hotel Company, Limited (Manila)	50	\$48 sellers
Astor House Hotel Co., Limited (Shanghai)	100	\$275
Humphrey's Estate and Finance Company, Limited	10	\$134 buyers
<b>Cotton Mills.</b>		
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	10	\$154 buyers
Ewo Cotton Spinning and Weaving Company, Limited	100	Tails 46 buyers
International Cotton Manufacturing Company, Limited	100	Tails 324 buyers
Loau-kung-mow Cotton Spinning and Weaving Company, Limited	100	Tails 50 buyers
Soy Chee Cotton Spinning Company, Limited	100	Tails 260
Yahloong Cotton Spinning Company, Limited	100	Tails 11
<b>Tobacco, Cigar and Cigarette Companies.</b>		
Alhambra, Limited	500	\$500 nominal
Philippine Tobacco Trust Co., Limited	50	\$50 nominal
Shanghai-Sumatra Tobacco Company	25	Tails 35
Shanghai-Langkat Tobacco Company, Limited	25	Tails 30
American Cigarette Company, Limited	50	Tails 50
<b>Miscellaneous.</b>		
Green Island Cement Company, Limited	10	\$224 buyers
China-Borneo Company, Limited	15	\$38 sellers
A. S. Watson & Co., Limited	10	\$143 buyers
Watkins, Limited	10	\$10
Hongkong Electric Company, Limited	10	\$14 buyers
Hongkong Electric Company, Limited	5	\$64 buyers
Hongkong and China Gas Company, Limited	10	\$140 buyers
Hongkong Rope Manufacturing Company, Limited	50	\$180 buyers
Geo. Fenwick & Co., Limited	25	\$55 sellers
Hongkong Ice Company, Limited	25	\$184 buyers
Hongkong High-Level Tramways Company, Limited	100	\$280 buyers
Dairy Farm Company, Limited	6	\$9 buyers
Hongkong and China Bakery Company, Limited	50	\$20
Campbell, Moore & Co., Limited	10	\$10 buyers
Bell's Asbestos Oriental Agency, Limited	1	\$10 buyers
United Asbestos Oriental Agency, Limited	1	\$10
Tebrau Planting Company, Limited	5	\$2 sellers
Universal Trading Co., Limited	20	\$104 sellers
Hongkong Steam Water-boat Co., Limited	5	\$84 buyers
China Light and Power Co., Limited	20	\$20 sellers
Robinson Piano Co., Limited	50	\$50
Manila Investment Co., Limited	50	\$47 sales

Telegraph Address—"Rialto."  
Telephone No. 148.

## STEAMERS EXPECTED.

VESSEL'S NAME	FROM	AGENTS	DUE
Peru	Shanghai	Pacific Mail S. S. Co.	To-morrow
Pekin	Singapore	P. & O. S. N. Co.	To-morrow
Ernest Simons	Singapore	Messageries Maritimes	November 6th
Hiroshima Maru	Japan	Nippon Yusen Kaisha	November 6th
Wakasa Maru	Singapore	Nippon Yusen Kaisha	November 6th
Eastern	Port Darwin	Gibb, Livingston & Co.	November 11th
Coptic	San Francisco	O. & D. S. S. Co.	November 12th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in so doing, respectfully urge the managers of the shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis, with the latest available information every day.

## CHINA COAST METEOROLOGICAL REGISTER.

1st NOVEMBER, 1901, P.M.

STATION.	HOUR.	BAROMETER.	TEMPERATURE.	HUMIDITY.	WIND.		WEATHER.
					DIRECTION.	FORCE.	
Wladivostok .....	2 p.m.	—	—	—	—	—	—
Tokio .....	"	30.24	—	—	N	4	—
Kochi .....	"	30.11	—	—	S	2	—
Nagasaki .....	"	30.19	—	—	NW	4	—
Kagoshima .....	"	30.19	—	—	NW	4	—
Taihoku .....	1 p.m.	30.23	—	—	NE	8	—
Taichu .....	"	30.07	—	—	N	6	—
Tainan .....	"	30.09	—	—	NW	6	—
Koshun .....	"	30.11	—	—	NE	6	—
Pescadores .....	"	30.14	—	—	NE	10	—
Gutzlaff .....	3 p.m.	30.40	53	96	N	5	cm
Sharp Peak .....	"	30.26	69	72	E	4	—
Amoy .....	"	30.17	78	58	E	6	c
Swatow .....	"	30.16	76	—	E	3	c
Canton .....	"	—	—	—	—	—	—
Hongkong .....	4 p.m.	30.16	76	45	N	1	b
Victoria Peak .....	"	—	—	—	N	—	—
Gap Rock .....	"	30.16	—	—	NE	4	—
Macao .....	"	30.18	76	—	NNW	2	b
Haiphong .....	1 p.m.	—	—	65	NE	1	c
Manila .....	4 p.m.	29.88	86	—	W	2	c
Malate .....	3 p.m.	—	—	—	NE	4	c
Bacolod .....	"	—	85	—	—	0	c
Holilo .....	"	29.85	85	—	N	0	c
Cebu .....	"	29.81	85	—	NE	1	c
Cape S. James .....	"	—	—	—	—	—	—



## Post Office.

## A Mail will close—

For Canton—Per *Fatshan*, to-morrow, the 3rd instant, at 9 A.M.  
 For Kunchuk and Samshui—Per *Tung-kong*, to-morrow, the 3rd instant, at 9 A.M.  
 For Canton—Per *Hankow*, on Monday, the 4th instant, at 7.30 A.M.  
 For Europe, &c., India, via Tuticorin—Per *Salazie*, on Monday, the 4th instant, at 11 A.M.  
 For Macao—Per *Hanani*, on Monday, the 4th instant, at 1.15 P.M.  
 For Shanghai—Per *Loongmoon*, on Monday, the 4th instant, at 2 P.M.  
 For Manila—Per *Loongmoon*, on Monday, the 4th instant, at 3 P.M.  
 For Swatow, Amoy and Foochow—Per *Thales*, on Monday, the 4th instant, at 5 P.M.  
 For Canton—Per *Powai*, on Monday, the 4th instant, at 5 P.M.  
 For Yokohama—Per *Obi*, on Monday, the 4th instant, at 5 P.M.  
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Nippon Maru*, on Tuesday, the 5th instant, at 11 A.M.  
 For Tientsin—Per *Kueiyang*, on Tuesday, the 5th instant, at 4 P.M.  
 For Foochow, Shanghai, Moji, Kobe and Yokohama—Per *Tartar*, on Wednesday, the 6th instant, at 11 A.M.  
 For Amoy and Manila—Per *Perla*, on Thursday, the 7th instant, at 4 P.M.  
 For Hilo and Cebu—Per *Kaitong*, on Friday, the 8th instant, at 4 P.M.  
 For Singapore, Penang and Calcutta—Per *Laiting*, on Saturday, the 9th instant, at 10 A.M.  
 For Europe, &c., India, via Tuticorin—Per *Cornwall*, on Saturday, the 9th instant, at 11 A.M.  
 For Manila—Per *Singhaling*, on Saturday, the 9th instant, at 4 P.M.  
 For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Changsha*, on Saturday, the 9th instant, at 5 P.M.  
 For Singapore, Penang and Bombay—Per *Bitango*, on Wednesday, the 13th instant, at 10 A.M.  
 For Europe, &c., India, via Tuticorin—Per *Kianchuk*, on Wednesday, the 13th instant, at 11 A.M.  
 For Singapore—Per *Scotia*, on Saturday, the 16th instant, at 11 A.M.  
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of India*, on Wednesday, the 20th instant, at 11 A.M.

**CHRISTMAS AND NEW YEAR PARCELS.**—(via Gibraltar) Parcels for the United Kingdom, posted before 3 p.m. on Friday, the 30th November, are due in London about the 13th December, and those posted before 3 p.m. on Friday, the 22nd November, are due in London about the 27th December.

The following postage will be collected—  
 For a parcel not exceeding 3 lbs in weight \$0.50  
 7 lbs " " 1.00  
 11 lbs " " 1.50

With an additional 50 cents, parcels may be sent *via* Brindisi, and if posted before 3 p.m. on Friday the 22nd November, are due in London about the 21st December, and those posted before 3 p.m. on Friday, the 6th December, are due in London about the 4th January. All parcels containing jewellery, or any article of Gold or Silver, must be insured, and all insured parcels must be sealed, the seals must bear the impression of a private mark. Senders of parcels are requested to post them a few days in advance.

## RIVER STEAMERS, SCHOONERS, AND LORCHAS.

*Fatshan*, British steamer, 1,425, Lossius, Hongkong, Canton, and Macao Steamboat Co.  
*Honani*, British steamer, 1,377, H. D. Jones, Hongkong, Canton, and Macao Steamboat Co.  
*Pouan*, British steamer, 1,873, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.  
*Hankow*, British steamer, 2,252, C. V. Lloyd, Butterfield & Swire.  
*Hoi-long*, Chinese steamer, 409 tons, Captain Chi Wo & Co.  
*Tai-on*, British steamer, 728, J. Lawrence, Tai On Steamship Co.  
*Pak Kong*, British steamer, Kwong Wan S.S. Co.  
*Kong Nam*, British steamer, T. Austin, R.N.R., Chinese Owned.

## Hongkong and Macao.

*Heung-shan*, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.

## Macao and Canton.

*Lungshan*, British steamer, 141, G. F. Morrison, R.N.R., Hongkong, Canton and Macao Steamboat Co.  
*Kianglung*, Chinese steamer, 583, R. J. Mackenzie, China Merchant Steam Navigation Co.

## Canton and West River.

*Nanning*, British steamer, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.  
*Sainai*, British steamer, W. Dixon, Hongkong, Canton and West River Steamboat Co.

## VESSELS IN PORT.

**Steamers.**  
*BANBERG*, German steamer, 4,160, Zurbonsen, 30th Oct.—Yokohama 19th Oct., General—Carlowitz & Co.  
*BENLARIO*, British steamer, 1,452, R. Kroble, 20th Oct.—Saigon 24th Oct., Rice—Gibb, Livingston & Co.  
*BUNKURN*, British steamer, 5,000, Shell-drake, 31st Oct.—Panorcen 21st Oct., Sugar—Butterfield & Swire.  
*CHARTERHOUSE*, British steamer, 1,278, P. W. Joslin, 1st Nov.—Singapore 25th Oct., General—Joo Tek Sang.  
*CHELYDRA*, British steamer, 1,567, R. Cox, 30th Oct.—Java 19th Oct., General—Jardine, Matheson & Co.  
*CLARA*, German steamer, 675, A. Ulderup, 30th Oct.—Hoihow 29th Oct., General—Jensen & Co.  
*DR. HANS JERG KIER*, Norwegian steamer, 501, Larsen, 30th Oct.—Newchwang 21st Oct., and Chiofo 24th, General—E. A. Trading Co.  
*ELCANO*, American steamer, 501, R. de Alhenage, 3rd Sept.—Manila 31st August, Ballast—Brandao & Co.  
*EMPEROR OF INDIA*, British steamer, 3,003, O. P. Marshall, R.N.R., 30th October—Vancouver 8th Oct. and Shanghai 27th, Mail and General—C. P. R. Co.  
*HANS MENZEL*, German steamer, 1,140, Nebinger, 20th Oct.—Hongkong 14th Oct., Coal—Butterfield & Swire.  
*HEARN MENZEL*, German steamer, 1,647, H. H. Schutt, 27th Oct.—Newchwang 20th Oct. and Chiofo 21st, Beans and General—Wo Fat Sang.

*KWEIYANG*, British steamer, 1,062, A. W. Outerbridge, 1st Nov.—Canton 31st Oct., General—Butterfield & Swire.  
*LAI SANG*, British steamer, 2,252, G. Payton, 1st Nov.—Calcutta 17th Oct., General—Jardine, Matheson & Co.  
*LENNOX*, British steamer, 2,361, J. C. Williams, 26th Oct.—Manila 22nd Oct., Ballast—Dodwell & Co., Ltd.  
*LOOWSANG*, British steamer, 1,095, G. S. Weigall, 1st Nov.—Manila 29th Oct., General—Jardine, Matheson & Co.  
*LOOSOK*, German steamer, 1,020, T. Fuchs, 26th Oct.—Bangkok 18th Oct., Rice and Wood—Butterfield & Swire.  
*MARCO VINGHETTI*, Italian transport, 1,632, G. Salorio, 1st Nov.—Genoa 20th Sept.  
*MERIONETHSHIRE*, British steamer, Burch, 31st Oct.—London 12th Sept., and Singapore 24th Oct., General—Order.  
*MERSASHTA MARU*, Japanese steamer, 2,018, Koshima, 30th Oct.—Kuroiso 25th Oct., Coal—Dodwell & Co.  
*NANYANG*, German steamer, 1,060, E. Hass, 1st Nov.—Manila 29th Oct., Ballast—E. A. Trading Co.  
*NIPPON MARU*, Japanese steamer, 3,437, W. Greene, 25th Oct.—San Francisco 27th Sept., Honolulu 4th Oct., Yokohama 17th, Kobe 18th, Nagasaki 20th, and Wosung 23rd, Mails and General—P. & O. S. N. Co.  
*NUEN TUNG*, German steamer, 1,341, C. Schwenberg, 20th October—Yap 19th Oct., General—Melchers & Co.  
*OHU*, British steamer, 2,031, R. Pinkham, 31st Oct.—Moji 25th Oct., Coal—Mitsui Bussan Kaisha.  
*OLIMPO*, Austrian steamer, Travlicke, 31st Oct.—Moji 25th Oct., Coal—Bradley & Co.  
*PENTAKOTA*, British transport, 2,209, H. L. Plange, 1st Nov.—Taku 26th Oct., and Wei-hai-wei 27th, Troops—Government.  
*PIRA CHULA CHON KLAO*, German steamer, 1,012, R. Unsworth, 30th Oct.—Bangkok 22nd Oct., Rice—Butterfield & Swire.  
*PIRA NANG*, German steamer, 1,138, Mangelsdorff, 31st Oct.—Bangkok 25th Oct., Rice—Butterfield & Swire.  
*PICCIOLA*, German steamer, 875, Garnioke, 27th Oct.—Hilo 22nd Oct., Sugar and Wood—Chinese.  
*SKERRYMORE*, British steamer, 2,199, Appleton, 28th Oct.—Cheriton 17th Oct., Sugar—Butterfield & Swire.  
*TACOMA*, American steamer, 1,689, A. Dixon, 21st Oct.—Tacoma via Ports 14th Aug., General—Dodwell & Co., Ltd.  
*TAKSANG*, British steamer, 977, W. P. Baker, 24th Oct.—Bangkok 17th Oct., General—Jardine, Matheson & Co.  
*TARTAR*, British steamer, 2,768, E. Beetham, 22nd Oct.—Vancouver via Ports and Shanghai 19th Oct., General—C. P. R. Co.  
*TAURUS*, Norwegian steamer, 1,106, Christensen, 31st Oct.—Moji 25th Oct., Coals—Mitsui Bussan Kaisha.

**Sailing Vessels.**  
*CELESTE BURELL*, British ship, 1,764, C. A. Tenny, 20th Oct.—Manila 9th May, Ballast—Order.  
*GEORGE T. HAY*, British ship, 1,847, E. Spicer, 20th Oct.—Cebu 8th Oct., Ballast—Arnold, Karberg & Co.  
*HERZOG JOHANN ALBRECHT*, German schooner, 701, Andersen, 10th October—Manila 6th Oct., General—Master.  
*LUCIA*, British ship, 640, Andersen, 22nd Oct.—Rajang 6th Sept., Timber—Master.  
*SEA WITCH*, American ship, 1,172, Howes, 21st Feb.—Manila 18th Feb., Ballast—Master.  
*STATE OF MAINE*, American ship, 1,467, Colcord, 8th Sept.—New York 4th May, Kerosine—Standard Oil Co.  
*W. H. CONNER*, American ship, 1,614, Colcord, 24th Sept.—Manila 10th Sept., Ballast—Standard Oil Co.

**HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.**

Hongkong, November 2nd, 1901.  
*Alacrity*, despatch vessel, 1,700 tons, 10 guns, 3,000 h.p., Capt. Cradock, Hongkong.  
*Albion*, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Capt. W. W. Hewitt, Hongkong.  
*Algerine*, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. W. Carey, Shanghai.  
*Arcturion*, 2nd-class cruiser, 4,300 tons, 10 guns, 3,000 h.p., Capt. J. Starin, Hongkong.  
*Argonaut*, 1st-class cruiser, 11,000 tons, 16,500 h.p., 16 guns, Capt. G. H. Cherry, R.N., Hongkong.  
*Astron*, 2nd-class cruiser, 4,300 tons, 7,000 h.p., 10 guns, Capt. C. J. Baker, Hongkong.  
*Aurora*, 1st-class cruiser, 5,600 tons, 8,500 h.p., 12 guns, Capt. E. H. Bayly, C.B., Hongkong.  
*Barfleur*, 1st-class battleship, 13,000 tons, 14 guns, 13,163 h.p., Captain Sir G. J. S. Warrender, Bart., Hongkong.  
*Blenheim*, 1st-class cruiser, 9,000 tons, 12 guns, 14,411 h.p., Capt. Henderson, C.M.G., Taku.  
*Bramble*, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Hongkong.  
*Brisk*, 3rd-class cruiser, 1,700 tons, 6 guns, 5,600 h.p., Commander Sir Bouchier Wrey, Bart., Singapore.  
*Britannic*, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Taku.  
*Daphne*, sloop, 1,140 tons, 8 guns, 2,000 h.p., Capt. Wm. C. Pakenham, Wei-hai-wei.  
*Dido*, 2nd-class cruiser, 5,000 tons, 11 guns, 9,600 h.p., Capt. Tildard, en route Home.  
*Eclipse*, 1st-class cruiser, 5,000 tons, 11 guns, 8,000 h.p., Capt. Stokes, Amoy.  
*Endymion*, 1st-class cruiser, 7,550 tons, 12,000 h.p., 12 guns, Capt. A. W. Paget, C.M.G., Hongkong.  
*Est*, coast defence gunboat, 353 tons, 3 guns, 200 h.p., Lieut.-Comdr. F. Blunt, Chinkiang.  
*Fame*, twin screw, torpedo-boat destroyer, 350 tons, 6 guns, 5,400 h.p., in reserve.  
*Firebrand*, 3rd-class gunboat, 455 tons, 4 guns, 360 h.p., Lt. and Beaty Pownall, Hongkong.  
*Glory*, 1st-class battleship, 12,500 tons, 16 guns, 13,500 h.p., Capt. Carter, Wei-hai-wei.  
*Goliath*, 1st-class battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. L. Wintz, Shanghai.  
*Hart*, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.  
*Handy*, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Comr. G. C. Hardy.  
*Humber*, storeship, 1,640 tons, 800 h.p., Comr. H. J. Davidson, Hongkong.  
*Iola*, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 h.p., Capt. Charles Windham, M.V.O., en route Singapore.  
*Janus*, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., in reserve.  
*Ocean*, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Capt. Arthur J. Rennick, Hongkong.  
*Orlando*, 1st-class cruiser, 1,600 tons, 12 guns, 5,500 h.p., Capt. J. H. Burke, C.B., Shanghai.  
*Olin*, torpedo-boat destroyer, 350 tons, 6 guns, 6,400 h.p., Lieut. and Comr. C. P. Minns, Taku.  
*Plants*, sloop, 1,060 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, Shanghai.

*Pigmy*, 1st-class gunboat, 755 tons, 6 guns, 1,200 h.p., Lt. and Comdr. Oldham, cruising.  
*Pique*, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, Shanghai.  
*Plover*, 1st-class gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. C. V. de M. Comper, Shanghai.  
*Rambling*, surveying ship, 583 tons, 650 h.p., Capt. Morris H. Smyth, Hongkong.  
*Redpoll*, 1st-class gunboat, 805 tons, 6 guns, 1,200 h.p., Lieut.-Comr. C. F. Corbett, Hongkong.  
*Robin*, river-gunboat, 89 tons, 2 guns, 240 h.p., Lieut.-Comdr. G. G. Webster, River.  
*Rosario*, sloop, 980 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, Wei-hai-wei.  
*Sandpiper*, British river-gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Carr, West River.  
*Snipe*, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut. and Commander Dalgety, Yangtze.  
*Swift*, 2nd-class gunboat, 750 tons, 6 guns, 870 h.p., in reserve Hongkong.  
*Taku*, torpedo-boat destroyer, 250 tons, in reserve Hongkong.  
*Talbot*, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. F. G. Stopford, Wei-hai-wei.  
*Tamar*, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.  
*Terrible*, 1st-class battleship, 14,200 tons, 30 guns, 12,500 h.p., Capt. Percy Scott, C.B., Wei-hai-wei.  
*Tweed*, coast defence gunboat, 363 tons, 3 guns, 200 h.p., in Reserve Hongkong.  
*Waterwitch*, surveying ship, 620 tons, 450 h.p., Lt.-Comdr. W. O. Lyne, Hongkong.  
*Whiting*, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 h.p., Lt.-Comdr. Mackenzie, D.S.O., Hongkong.  
*Wivern*, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.  
*Woodcock*, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. Watson, Kiukiang.  
*Woodlark*, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.  
 Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class, and 2 second-class boats.

**Miscellaneous.**  
*Aspern*, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.  
*Holland*, Dutch cruiser, 8 guns, 3,900 tons, 9,250 h.p., Capt. S. N. Sybrandt, Swatow.  
*Kaiserin Elisabeth*, Austrian cruiser, 8 guns, 4,400 tons, 9,000 h.p., Capt. Wiber, Singapore.  
*Koningin Wilhelmina der Nederlanden*, Dutch cruiser, 8 guns, 4,400 tons, 9,000 h.p., Capt. J. P. Rossum, Swatow.  
*Leopold*, Austrian cruiser, 1,600 tons, Captain Muller, Saigon.  
*Liberal*, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.  
*Maria Theresa*, Austrian cruiser, 10 guns, 5,000 tons, 9,755 h.p., Capt. P. B. Bless Rittler v. Sambuchi, Shanghai.  
*Piet Hein*, Dutch cruiser, 5 guns, 3,600 tons, 4,750 h.p., Capt. Jansen, Taku.  
*Zaire*, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.  
*Zenta*, Austrian cruiser, 2,750 tons, Captain Runst, Singapore.

**FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.**

**The Russian Squadron.**  
*Admiral Korniloff*, Russian armoured cruiser, 5,000 tons twin screw, 35 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.  
*Admiral Nakhimoff*, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 h.p., Capt. Vserolsky, at Tientsin.  
*Aleout*, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskiy, at Nagasaki.  
*Bobry*, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.  
*Dimitri Donikoff*, Russian armoured cruiser, 5,500 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.  
*Gaidamak*, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serbrennikoff, at Shanghai.  
*Gremiatich*, Russian armoured cruiser, 1,492 tons, twin screw, 12 guns, 2,000 h.p., Capt. Mikhalchewsky, at Shanghai.  
*Koreyats*, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silman, at Taku.  
*Mandoulin*, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakevoff, at Nagasaki.  
*Navarin*, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.  
*Nayevnik*, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.  
*Olyanny*, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copanoff, at Shanghai.  
*Petrovsk*, Russian battleship, 12,000 tons, Capt. Grevis, at Nagasaki.  
*Poltava*, Russian battleship, 10,960 tons, 11,255 h.p., 16 guns, Capt. Orgeroff, at Nagasaki.  
*Rosita*, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Demojiroff, at Nagasaki.  
*Rosobynik*, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.  
*Rurik*, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.  
*Sevastopol*, Russian battleship, 10,900 tons, 13,600 h.p., 16 guns, Capt. Melesky, at Nagasaki.  
*Silatch*, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.  
*Sissoi Veliky*, Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Molitz, at Taku.  
*Stovitch*, Russian gunboat, 950 tons, twin screw, 13 guns, 1,200 h.p., Capt. Souhatin, at Nagasaki.  
*Sveaborg*, 1st-class, Russian torpedo-boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.  
*Vladimir Monomach*, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtonsky, at Port Arthur.  
*Vorlack*, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Melchoupi, at Nagasaki.  
*Vysadnik*, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Roguliy, at Taku.  
*Zablaka*, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

**(1st and 2nd class.)**  
*Delphin*, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.  
*Forel*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
*Jankichka*, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
*Kasaka*, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.  
*Kit*, Russian torpedo boat, 350 tons, Captain Kivanoff, at Shanghai.  
*Nargen*, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.  
*Novorossiysk*, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.  
*Podmosk*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
*Strik*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

*Skaf*, Russian torpedo boat, 350 tons, Captain Smirnow, at Shanghai.  
*Skorpion*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
*Sotchkha*, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
*Spart*, Russian torpedo boat, 400, Capt. A. Giets, at Shanghai.  
*Steriad*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
*Strauss*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
*Sunguri*, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

**RUSSIAN TORPEDO FLOTILLA.**  
 (SEA GOING.)  
*Borgo*, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes, 1,100 h.p., speed 12 knots.  
*Revel*, 1st class, Russian torpedo boat, 95 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.  
*Ussuri*, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

† Flagship of Vice-Admiral Alexeieff.  
 \* Flagship of Rear-Admiral F. V. Dubosoff.  
 † Flagship of Rear-Admiral Reunoff.

**THE GERMAN SQUADRON.**  
*Bussard*, German cruiser, 1,600 tons, 8 guns, Comdr. von Basswitz, at Shanghai.  
 \* *Fürst Bismarck*, German flagship, 11,000 tons, 36 guns, Capt. Graf Lotke, at Taku.  
*Gefion*, German cruiser, 4,100 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.  
*Gaier*, German cruiser, 3,600 tons, 8 guns, Capt. Baker, at Shanghai.  
 \* *Hansa*, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Wosung.  
*Hela*, German despatch vessel, 2,000 tons, 12 guns, Capt. Rampold, at Wosung.  
*Hertha*, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Shanghai.  
*Ilta*, German gunboat, 900 tons, 10 guns, Lieut.-Comdr. Stamer, at Hongkong.  
*Jrme*, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.  
*Jaguar*, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Foochow.  
*Kaiserin Augusta*, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Gülich, at Amoy.  
 \* *Kurfürst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holtenhoff, at Wosung.  
*Luchs*, German gunboat, 550 tons, 10 guns, Capt. Daehnhardt, at Shanghai.  
*Schwabe*, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.  
*Siedler*, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.  
*Tiger*, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstidt, at Shanghai.  
*Weissburg*, German battleship, 10,700 tons, 40 guns, Capt. Hofmeier, at Amoy.  
*Warth*, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.  
*K. F. Wilhelm*, German battleship, at Nagasaki.  
 No. 90, German torpedo-boat, 320 tons, Capt. Hopfner, at Shanghai.  
 No. 91, German torpedo-boat, 360 tons, Capt. Leut. Püllen, at Shanghai.  
 No. 92, German torpedo-boat, 320 tons, Capt. Fluhrich, at Shanghai.  
 \* Flagship of His Excellency Vice-Admiral Bendemann.  
 \* Flagship of Rear-Admiral Geissler.  
 \* Flagship, Rear-Admiral Kirchhoff.

**THE FRENCH SQUADRON.**  
*Alouette*, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.  
*Amiral Courbet*, 2nd-class cruiser, 4,800 tons, Capt. Baillie, Saigon.  
*Bengali*, 2nd class despatch-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.  
*Bugeaud*, 2nd-class cruiser, 4,000 tons, 19 guns, 9,000 h.p., Capt. Defevre, at Shanghai.  
*Chastellup Laubat*, 2nd-class cruiser, 4,000 tons, 9,000 h.p., 18 guns, Capt. Espinay St. Luc, at Foochow.  
*Comete*, gunboat, 600 tons, Capt. Lohel, at Taku.  
*Decadet*, gunboat, 640 tons, Capt. Leamecy, at Pakhoi.  
 \* *D'Entrecasteaux*, 1st class cruiser, 8,100 tons, 26 guns, 13,500 h.p., Capt. de Marolles, at Taku.  
*Descartes*, 2nd class protected cruiser, 4,000 tons, 35 guns 631 h.p., Captain Sauline, at Shanghai.  
*Eure*, Dispatch-transport, Capt. Vallée, at Saigon.  
*Friant*, 3rd class cruiser, 3,900 tons, Capt. Adam, at Haiphong.  
*Jean Bart*, 1st class cruiser, 4,500 tons, 10 guns, 8,000 h.p., Capt. Aubin, at Taku.  
*Kertarin*, 3rd class cruiser, 1,300 tons, 13 guns, 2,000 h.p., Capt. de la Motte du Port, at Saigon.  
*Lion*, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.  
*Pascal*, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 h.p., Capt. M. Motet, at Shanghai.  
*Sizy*, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Canton.  
*Surprise*, gunboat, 700 tons, 10 guns, 860 h.p., Capt. Mornet, at Shanghai.  
*Ville d'Alger*, monitor, 944 tons, Captain Bonnessart, at Hongkong.  
*Viper*, gunboat, 400 tons, Captain G. del Villeneuve, at Foochow.  
 \* Flagship of Vice-Admiral Courtejoles.

**THE AMERICAN SQUADRON.**  
*Albany*, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.  
*Bennington*, U.S. gunboat, 1,710 tons, 6 guns, 3,430 h.p., Comdr. E. H. Arnold, at Hongkong.  
*Brooklyn*, U.S. cruiser, 9,215 tons, Comdr. J. B. Thomas, Shanghai.  
*Callao*, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Comr. G. B. Bradshaw, at Manila.  
*Castine*, U.S. gunboat, 1,330 tons, 3 guns, 2,199 h.p., Comdr. S. W. Verry, at Shanghai.  
*Celilo*, U.S. supply-ship, 6,428 tons, 1,800 h.p., Comdr. C. T. Forre, at Manila.  
*Concord*, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.  
*Culgoa*, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.  
*Don Juan de Austria*, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.  
*Glacier*, U.S. supply-ship, Lieut.-Comdr. A. Mett, at Manila.  
*Helena*, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.  
*Iris*, U.S. distilling ship, 1,750 tons, 1,500 h.p., Capt. J. J. Meany, at Manila.  
*Lia de Luxon*, U.S. gunboat, 1,330, Comdr. J. V. B. Blecker, at Manila.  
*Kentucky*, U.S. battleship, 11,500 tons, Capt. Chester, at Manila.  
*Manila*, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Narry, at Manila.  
*Marietta*, U.S. gunboat, 1,000 tons, 1,500 h.p., 12 guns, Comdr. E. H. Green, at Canton.  
*Monadnock*, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. A. B. Speyer, at Canton.  
*Monterey*, U.S. gunboat, 1,470 tons, 6 guns, 820 h.p., Comr. G. A. Bicknell, at Taku.  
*Monterey*, U.S. double-turret monitor, 4,000 tons, 4 guns, 5,344 h.p., Comdr. C. W. Pigan, Shanghai.  
*Neahmeh*, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.  
*New York*, U.S. cruiser, 4,083 tons, Capt. B. McCollum, at Manila.

*Oregon*, 1st-class U.S. battleship, 3,000 tons, 16 guns, 14,000 h.p., Capt. F. W. Dickens, U.S.N., at Wosung.  
*Palmer*, U.S. gunboat, 802 tons, 4 guns, 1,095 h.p., Comdr. C. G. Cornwell, at Manila.  
*Princeton*, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. Selfridge, at Hongkong.  
*Scindia*, U.S. cruiser,